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Scale AVIATION Modeller International



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QUICK BUILD

F4U-5 Corsair

PREVIEW

Curtiss P-40

Gustav for Bf 109G-12 Two



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Arthur L. Bentley

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© MMY

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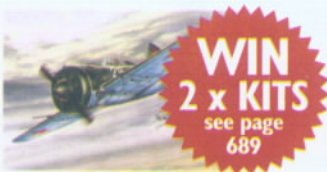
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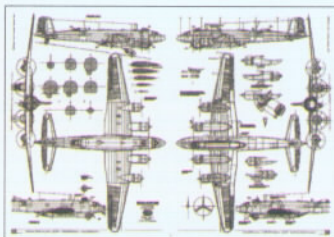


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Onwards

and Upwards...

Keeping you the readership fully up to speed with SAMI developments I am pleased to announce another new team member. This month you will notice our new cover style heralding the arrival of Jerry Boucher to *Scale Aviation Modeller*. For some time now we have looked at ways of improving our colour artwork to further enhance the editorial changes we have made to SAMI. The solution we decided was to add three-dimensional artwork to our pages bringing the subjects to life. In recent months both staff and readers alike have brought to my attention the superb and realistic quality of the aviation artwork of Jerry Boucher at the 'Virtual Aircraft Website.' I have no doubt those who visit 'Hyperscale' on a regular basis will have seen the news announcement of Jerry's latest creation 'Focke-Wulf Fw 190A-5 Emil 'Bully' Lang, 5./JG54, Eastern Front, May 1943.' Simply stunning! As a pilot myself I am in awe of how he manages to capture the sensation of flight in all of his work by mixing his artistic skills with computer technology.

Jerry was born and raised in Somerset, where in proximity to the flight path of RNAS Yeovilton his father's interest in art and aircraft left a lasting impression upon him. He formally studied various aspects of art (painting, sculpture, photography, etc.),

thereafter moving to London in 1991, Jerry studied how computer software could be applied to his artistic talents to create realistic and accurate to scale artwork. The quality of his work did not go unnoticed and Jerry was snapped up by the computer games industry where he worked for eight years on projects such as 'FIFA football' games amongst other well-known computer titles.



In 2001 Pacific Coast Models were drawn to the quality and accuracy of Jerry's work, commissioning him to work on numerous box arts. Since then Jerry has not looked back with further commissions from IBN Aviolibri, Hobbycraft, Trumpeter, Midland Publishing, Quirón Ediciones and of course further projects with Pacific Coast Models. We are delighted to welcome Jerry and I hope you enjoy his work as much as we do.

BACK TO BASICS **aircraft** A COMPREHENSIVE GUIDE FOR THE MODELLER



Moving to other news... Free in next month's SAMI will be a must-have CD ROM containing an in depth walk round of photographic images of a step-by-step

restoration of a very famous WWII warbird. A superb reference for enthusiasts of this famous aircraft that will undoubtedly prove invaluable for super-detailing projects or just simply for those interested in this beautiful WWII fighter.



More great news... Are you happy with your finished result, do you envy those competition winning out 'of the box' builds?... we have for some time received requests from readers to feature 'how to' guides on 'out of the box' kit building. There would appear to be a clear crossover of people, not only just getting back into the hobby and

requiring guidance on how it is done, but also those who won't mind me saying, are already fairly competent but require remedial guidance from a back to basics approach. We therefore felt as the world's leading kit building title we would publish a how-to manual. The format will be similar to the Filofax concept having a quality plastic ring binder outer cover, that is cement, coffee, tea and of course beer resistant! There will be 12 sections of 8 full colour pages with dividers, giving a total of 108 pages covering all aspects of intermediate skill level kit building.



How much will it cost I hear you ask... To reward the loyal readership we have valued over the last 11 years, we have decided that from the September issue

we will include in your monthly copy of SAMI a free 8-page section from this manual covering one of the 12 categories of the how to guide to kit building. Thereafter each month you will receive consecutively, sections 2 to 12 also free of charge. Collect three vouchers, one of which is in each of the next 12 issues and we will send you a free binder and dividers to build your complete how-to guide. Then there will be no excuse not to have one of your builds featured in SAMI or better still for you to become one of our contributors!

Back after 32 years!

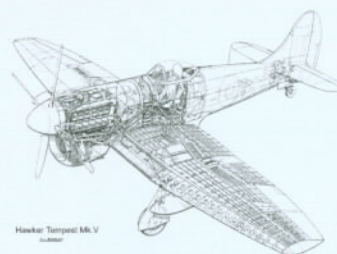
"You know what to expect with Arthur Bentley plans."

The words our readership have chosen to endorse the talents of Arthur L. Bentley. There are not enough superlatives to describe this true gentleman who over the last 32 years has become respected as probably the best creator of scale aircraft drawings in the world.

Arthur L. Bentley, was born in 1939 and, after a grammar school education, he joined the de Havilland Aircraft Company at Hatfield in 1956 as a Design Engineering Apprentice. He spent the rest of his career in the aircraft industry at Hatfield – apart from a two-year employment at Handley Page Aircraft at Radlett – until 1993 when the Hatfield site closed due to contractions in the aircraft industry.

He worked in both the Technical Publications Department and the Airframe Structures Design Department, gaining experience of working on all aspects of the aircraft types that were designed and built at Hatfield during this period.

In the late 1960s he began to create scale and cutaway drawings of aircraft from the Second World War in his spare time. He had his first drawings, of the Hawker Tempest fighters, published in 1973 in our sister title *Scale Models International* magazine. Many more subjects followed in the next ten years until the demands of family life and the workload on the Airbus projects put a temporary hold on this activity. During this period, he also did a number of drawings for the Frog and Airfix companies as a basis



for some of their model kits.

By the 1980s, his archive of technical documentation began to attract the attention of aircraft restoration groups. He provided assistance for a number of aircraft restoration projects, notably the Fw 190A-5, then owned by Doug Arnold, in the early 1990s and the Flugwerk project to put the Fw 190A-8 series back into limited production for the Warbird market.

With the closure of the Hatfield site in 1993, and after many years of experience of producing the scale

drawings for the magazines, he moved into publishing, along with two friends Eddie Creek and Robert Forsyth, to form Classic Publications. The books they produced were an immediate critical success with the enthusiast and specialist market. However, the worldwide economic difficulties of the late 1990s and early 2000s had an impact on the business, and he left Classic Publications in 2002 to pursue a long held ambition of setting up his own business as an Aviation Consultant, selling prints of his drawings over the Internet, and offering his services as a freelance illustrator and draftsman.

Welcome back sir!

Steve Elliott
Publisher
SAMI Publications

Editorial

How do you measure up?

A feature of our monthly Reviews is that part in which our review team attempts to give readers some idea of whether the model is a fair replica of the full-size. Traditionally, scaling-down the principal external dimensions of the real aeroplane and comparing with those of the model is the main yardstick (or perhaps millimetre-stick in this context) for establishing a kit's bona fides.

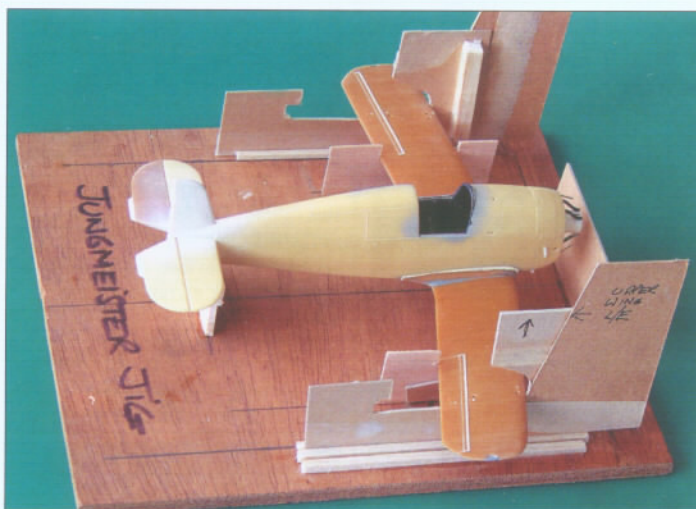
I have to confess that, as a reader of modelling magazines, I have often been uneasy with this. Why? Because, before I'm prepared to see a kit condemned as 'inaccurate' I need to be very sure that the full-size dimensions with which it is being compared are correct. Likewise the conversion factors used to translate metres to feet, millimetres to inches or vice-versa. And I'm especially skeptical that anyone can actually measure a model to within 0.3mm, as I have occasionally seen quoted as the offending error. Who calibrated your ruler? If, like mine, it was store-bought for a few pence, chances are it's less exact than the model, from which you could easily shave that 0.3mm with a couple of strokes of a sanding-stick.

The trouble with some of the 'sources' against which kit dimensions are checked is that errors get perpetuated. Once something appears in print it becomes gospel, to be quoted ad infinitum, and thus 'established fact'. The Internet is a prime culprit here, simply because you can rarely gauge the provenance of the 'facts' that roar along its information superhighway.

Aircraft manufacturers themselves? They *must* know. H'mm. I've had more than one major company confess to me that the dimensions they quoted in this year's brochure are indeed different to last year's because "we got it wrong". For years a manufacturer of standard and 'stretched' versions of a jet airliner quoted the lengths of the 'plugs' used to create the 'stretch' and an overall length for it which literally did not



The Managing Editor had more difficulty measuring his Bücker Jungmeister model than Count Otto von Hagenburg had judging his altitude when making this ultra-low inverted pass at the 1936 Berlin Olympics. Not so a year later at the 1937 US National Air Races in Cleveland, Ohio, when the Jungmeister's fin ploughed a furrow and the aircraft ended up in a crumpled heap. The Count emerged relatively unscathed, and was quickly airborne again in a borrowed machine. The model is still not finished



add-up — and by quite a margin — when compared with the standard version. And I've been sent general arrangement drawings from major aerospace manufacturers that bore only a scant resemblance to the aircraft — *their* aircraft — that they were meant to portray. Aeroplanes are not built on GA drawings.

Nor can published plans necessarily be taken as gospel. A case in point. I'd recently reached the final assembly stage for a 1/32 scale resin Bücker Jungmeister that I've been building, on and off, for years. I had to scratchbuild the cabane and interplane struts, and wanted to install the former before final airbrushing of the

forward fuselage and installation of the top wing.

Having been a fan of the delightful *Young Champion* for decades, and having friends who owned them (though I confess that I'd never had the nous to go out and measure one), I was not short of reference material, which included hundreds of photographs and three or four sets of accurate-looking scale drawings. My scheme was to build a jig to pose the assembled fuselage and lower wing in a 'flying' position, (i.e. with datum line parallel to the base). Then I'd use movable templates to hold the upper wing in place while I adjusted it to get incidence, stagger and interplane gap correct — a 1/32nd

scale inclinometer would have been useful here — and measure-off true lengths of the N-shaped cabane struts, which rake forwards and outwards, and of the parallel interplane struts. Measurements of the distance between the high point of the forward upper fuselage and the upper wing, the gap between the wings, and the height of the upper wing from the axles with the undercarriage compressed were pretty much in agreement on all of my drawings, so I made up templates accordingly. Easy. Except that when the upper wing was temporarily installed it was completely wrong, sitting much too high off the fuselage and totally failing to catch the look of the real aeroplane. I double-checked. No mistake. My templates were accurate almost to a hair's width. So what did I do? Forgot the plan dimensions, eyeballed it until it looked right, *then* measured. Still not made the struts, though.

So what's the answer? Measure and compare with references (preferably several) by all means. But also take into account shape and form, and the essential 'sit' that every real aircraft has. If a kit manufacturer can capture all those accurately I'll not argue about a millimetre (.03937in) or so over- or undersize.

Mike Terram

Managing Editor
Scale Aviation Modeller International

Monthly Prize Draw

Subscribers' Monthly Prize Draw June

- Bugary J, USA – Kit
- Colborn D, UK – Kit
- Koopmans P, Netherlands – Kit
- Margato J, Portugal – Kit

Entry to the monthly prize draw is **FREE** to all subscribers.

Hobby materials for the subscriber's prize draw supplied by Deluxe Materials. Visit www.deluxematerials.com for details.

News Update

Plenty of releases again this month and the year is getting rapidly older with barely a dent made in the surface of the 2005 new kit listing. Revell's Hunter turned up just when everyone had almost given up waiting and brought with it their 1/32 ASK 21 sailplane, which everyone seems to be buying, but which no one can quite figure out why Revell have kitted. Ours not to reason why - ours just to buy instead of their Star Wars range, which is a matter of no concern to this news page.

Regular readers will have noticed that decals and accessories have been creeping into the news section of late, and this is a policy that will continue. Manufacturers take note: there are far too many products released each month for us to track them all down and feature them here, but advance information or pre-release images will be welcome, and the more you send us, the more we can write about your products.

As for the Wyverns - they are here in abundance and have been vanishing off the shelves as fast as the Wyvern-starved hordes can grab them. 'Enough! No more! 'Tis not so sweet now as 'twas before.'

Amodel



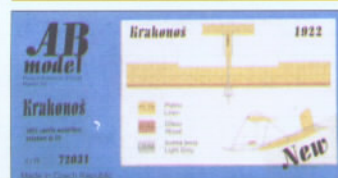
It seems there was enough plastic left over after the Bison to make some more kits after all. Newly arrived in 1/144 scale has been the SA-16 Albatross (#14401/£8.99). 1/72 has seen the release of the Ermolayev Er-2 (#72109/£19.99), and two versions of the Kamov Ka-226, these being the

'Cepera' (#72129/£9.60) and 'Allika Engine Company' (#7274/£9.60). A further variant will be released with Air Ambulance markings.

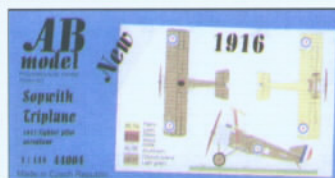


A Model have a busy release schedule planned, which will see the release in 1/72 of an Il-18, an Il-76, the previously announced but late-running An-26, and an Su-11 to name but a few.

AB model



If you were hoping that manufacturers would run out of aircraft types, and be forced to release an all-new Canberra, a Lightning, and all the other stuff we really need, you are going to be disappointed, as there are still, seemingly, plenty more flying devices out there as yet unkitted. Proof of this is offered by AB Models, who have released a 1/72 resin kit of a 1922 Glider. The kit is called 'Krakonos', which may mean 'glider' in Czech. Most modellers will now know a smattering of the language courtesy of MPM instructions. A quick search through the archives revealed that 'sedozelena' means 'grey-green' and 'hlinikova' is 'aluminium' but we were unable to pin down 'Krakonos.' If only the Managing Editor hadn't blagged those CMR Franklin PS-2s...



Those of you for whom A&V's Luft '46 stuff isn't quite weird enough will be delighted to know that AB have released two 1/144 kits of late. One of these is a Sopwith Triplane (#44004/£10.40), and the other is a Wight Quadruplane (#44003/£11.00) from 1917. That's only 60p for a whole extra year. All of a sudden those dreams of a Sopwith Batboat or a Grain Kitten in the tiny scale don't seem so far-fetched.

ACADEMY
HOBBY MODEL KITS



Not much movement from Academy this month. The Ju 87G-2 turned up (#12404/£4.99), while the Helldiver seems to have at least made it into the 'future releases' section on Hannants' website.

Aerotech



Scheduled for a July release, the 1/32 Macchi MC72 (#32003) will be followed by the long-awaited Mew Gull. The Hughes HR-1 that was to come next has been put back due to the announcement of a rival release. Suggestions that this is a ploy by Mew Gull fans have proved unfounded. Aerotech are considering producing some of their 1/32 kits in 1/72, with the D.H.88 Comet being first up for consideration.

Given the limited availability of the

1/32 kits, this can only be good news for those modellers lacking in space but keen to build these classic aircraft.

AIRFIX



All those 'late Spring' releases alluded to on the Airfix website seem to have come home at last to root. Perennial nuisance the Tiger Moth (#01015/£3.99) is back, unchanged, still in Trainer Yellow. Collectors take note - the box is a little different.



On a brighter note, the Avro 504K (#01085/£3.99) has returned with additional Swedish decals. Happily still retaining the RAF options, the kit is one of the better oldies in the Airfix stable.

Best of all is the H.S. Dominie (#03009/£6.99), which only just made it into the shops in time to avoid egg on the face of the news editor who reported it in our June issue.



Finally, in 1/72, is the re-issued Lockheed U-2, which is rereleased with options for an A, a B or C variant.



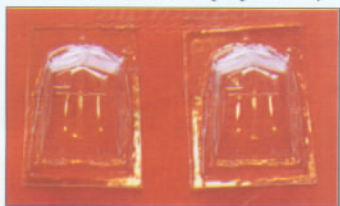
In 1/48 the Buccaneer is back. This time round the box contains all you need to make either RAF or RN variants, and for those who really feel the need, a South African S.50. The first batch of kits includes parts for two complete aircraft, so get in there quickly if you want a really good bargain.

SCALE : 1:72 + 1:600
AIRFIX
VE-DAY
60th Anniversary
1945-2005

Another cheap buy from Airfix is the VE-Day 60th Anniversary set, which features a Lancaster, a Mosquito, a Hurricane, a Spitfire and an RAF Emergency set, along with sundry other kits whose only connection with aircraft is that they might conceivably have been bombed, strafed or torpedoed by them. Not, perhaps, the most obvious selection? Price is £29.99.

AIRWAVES

Hannants seem to be going to town with the Airwaves reissues. The list of returning items is getting longer all the time, and we are particularly pleased to note the availability now of the Wessex HU.5 Weapons set (#72006/£5.99), the Sea Hawk wingfold and cockpit (#72221/£5.99) and the Wyvern cockpit set (#72218/£4.99), although this latter may prove less popular with the arrival of the Trumpeter kit. Still, someone must be buying up all the old FROG ones that crop up on eBay.



Best news of all is the impending rerelease of the Westland Wasp

conversion set for the old Airfix Scout. The excellent canopy sets have been available again for some time, but the reissue of the whole bang-shoot is long overdue. Model Art Wasp decal sheets and Airfix Scout kits are set to become highly desirable items, so don't flog them too soon. Wait until the price is right.

ARBA



Although it's at an early stage in production and unlikely to see the light of day before September, Arba's next release will be a 1/48 resin kit of the Saunders-Roe SR 53.

Azur



After a quiet start to the year, Azur are back with a bang, with the impending release of three 1/72 variants of the Farman NC 223. These are the NC 223 1 'Chef Pilote Laurent Guerre' (#004/£37.99), the NC 223.3 B.N.5 (#005/£37.99), and the NC 223.4 (006/£37.99). Was it one of these things that 805 Sqn used as transport in North Africa? Any information gratefully received.



These kits are limited editions, prepared in a co-operation with Airmagazine, and are unlikely to be available for long.

Due at some point is, apparently, a Koolhoven FK-58, the release of which we hope will assuage the wrath of all those Koolhoven fans offended by last month's offhand remarks about their favourite aircraft.

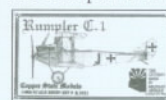
Classic Airframes



Once again the number 73 bus syndrome has struck. Like Routemasters bunching together on Lower Clapton Road, a veritable swarm of Fiat CR.42s has burst upon the modelling scene, courtesy of Classic Airframes and Italeri. All are in 1/48. Last year's 1/72 offering from Pavla is still the only currently available kit in 1/72, but these things have a habit of multiplying, so be prepared. Classic's releases are all priced at £21.99 and include the CR.42 Floatplane (#498), the CR.42 Biposti (#499), and the CR.42 CN Nightfighter (#497).



Coming back due to popular demand is the Wyvern S.4 (honestly!), which will retail at £29.99, after which it is devoutly to be hoped the Vampires will kick in. No fewer than five kits have been announced of this aircraft.



ASTOUNDING quality 1/48 resin kits from Copper State turn up from time to time. Latest to appear are the Rumpier 6B.I (#1020/£38.50) and the Rumpier C.I (#1021/£38.50). Both kits contain a mass of resin and brass parts, as well as highly detailed white-metal engines. UK Importer is Aeroclub.

EDUARD



Eduard's all-injection moulded 1/48 Bristol Fighter (#8126/£19.99) arrived

CMR
CZECHMASTER
RESIN



Did someone mention Vampires? What a coincidence. CMR are in the process of preparing a whole series of 1/72 kits of this aircraft. In fact they're not stopping at Vampires. All things twin-boomed are to be grist to the CMR mill, and research is underway into Venoms and Vixens as

well. These releases are now moving ahead, and serious gentlemen with digital cameras have been seen skulking underneath exhibits at Yeovilton of late, muttering in Czech. In the meantime, the first Vampire out of the box will be a T.22, and if CMR's usual rate of production is anything to go by then the rest will be with us before too long.



There has been a delay to the promised Buccaneers, but they are very much on the way, and the first

release is expected in June, along with the York conversion and the Spitfire XII.



Newly arrived along with the Supermarine Attacker, has been the

Sopwith Dolphin - re-issued now with decals, while the latest new release to be announced is the Avia BH-33/E (#1147).



Due out in July in 1/144 are the Fokker F.VII/3m (010) and the Lisunov Li-2 (011).

in May, and can be highly recommended. For those not keen on mixed media kits, this is an ideal introduction to Eduard's quality products.



No news from FROG this month, which is hardly surprising as they packed up nearly thirty years ago. Which makes it all the more surprising, then, that after all this time the only Gannet available in injection moulded plastic is their tired old version. Dare we assume that once the current trend for Wyverns has subsided we will face a similar biblical plague of Fairey's finest? Wouldn't that be simply super!



Not a great deal of movement from Hasegawa this month, although the longed-for Lancaster (#00553) has drawn a little closer. Still due in August the kit is the only new tooling planned by Hasegawa in 1/72 this year.

Reissues continue in 1/48. Most recent arrival has been the F-4E II 'MiG Silhouette' (#00742/£17.99), the P-38J Lightning 'Twintail Dragon' (#00754/£11.99) and the AV-8B Harrier II 'Black Sheep' (#00766/£11.99).



Despite a huge and enthusiastic build-up last month the Italeri reissue of the Jaguar T.2 managed to slip into the same 1/72 Bermuda Triangle as the

Academy Helldiver and the Roden Wyvern but was available in early June.



Other reissues from Italeri in 1/72 have been the Ju 87D-5 (#1070/£6.50) and the Merlin HMA.1 (#1248/£8.50). 1/48 scale sees the return of the Occidental Spitfire XVIe



(#2646/£10.99) which includes a truly marvellous decal sheet. How the black machine with low-viz roundels failed to make it into the boxtop art is a mystery to one and all.

LEGATO KITS



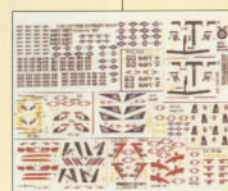
Legato's 1/72 Fiat G.55 releases should be with us by early July, and will be joined soon after in 1/48 by an Avia BH-21 in Czech Air Force markings.

MAGNA MODELS

Due for release in early Autumn, Magna's next release in 1/72 will be a Short Belfast. The kit will feature RAF decals and will be cast in Magna's



Those with good eyesight, and a fondness for carrier decks, will be pleased to note the availability of Gold Medal's new etched brass set in 1/350th scale. Set #350-30 (£21.15) contains a staggering amount of detail to equip one quarter of a complete US carrier air wing. The set includes detail parts for 45 aircraft of types including F-14, A-6, EA-6B, A-7, F/A-18, F-4, S-3 and others. Details include bombs and Sidewinder racks, boarding ladders, tailhooks, and parts to enhance undercarriage



customary resin with white metal parts for undercarriage and other sundries. Just as well really, as it's probably going to weigh a bit.



Latest releases from Minicraft have been a pair of MD-80s. Versions are Delta (#14534/£14.99) and PSA 'Smiley scheme' (14525/£14.99).



Samples have reached us of late of Minicraft's Flights of Fancy range. This involves the application of classic liveries to a 1/144 Boeing 777. Packaging is very stylish, and features a unique blend of modern jet airliners and vintage poster art. Markings are provided using Minicraft's extremely shiny 'Chromacals', which apparently feature a special process involving 'hot foil stamping and high quality serigraphy'. Serigraphy, like Koolhoven, is a word one needs to look up in a bulky work of reference. It means, of course, silk-screen printing. Be that as it may, the results are certainly effective. Don't be deceived by the fact that the boxes look about as unlike model aircraft packaging as one could hope for. This is the intention.

and rotor blades.

While this is, technically, aimed at the shipbuilder, there are many aircraft enthusiasts who would welcome the opportunity to model a carrier deck if only space allowed. Hitherto, the lack of accessories and comparatively crude representations of aircraft in the smaller shipbuilding scales have made this an unattractive proposition. Perhaps this will now change?



A growing range of aircraft, decals and accessories is becoming available to equip carrier

decks in 1/350 and smaller. Even tiny Gannets can be found, courtesy of White Ensign. Modellers are advised to check out Gold Medal's and White Ensign's websites for full details of all the exciting products available.



Three kits have been released in the US so far. These feature Chromacals for Pan Am (#15001), Eastern Airlines (#15002) and Pacific Southwest (#15003). US price is listed as \$45. No information is yet available as to when we can expect them in the UK, or what the price will be.



Mono-Chrome continue to offer re-boxed Trumpeter kits to the Japanese market, and Freight Dog Productions continue to import them. The latest kit to add to their catalogue will be the 1/48 Fw 200 (MCT-007), and this is expected in early July.

It should be noted that as with the Wyvern, this kit is identical in every respect to the Trumpeter kit except for the decal sheet, which in the Mono-Chrome issue is provided by Cartograph. This boxing will be available in the UK only from Freight Dog Productions. The Trumpeter kit (#02814) will be on general release priced at £49.95, and should be in model shops from mid-June.

To renew your subscription to



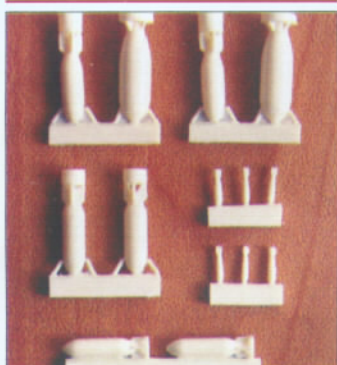
contact Julie

T: +44 (0)8707 333373

julie@sampublications.com



How many more Polikarpovs can the market sustain? ICM and Special Hobby have both kitted variants of the I-15 in 1/72 recently. MPM are issuing a 1/48 version under the Special Hobby label. Resin parts and optional undercarriage are included. Here comes that 73 bus again.



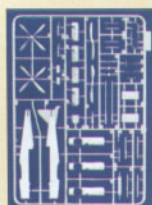
By far and away the most timely news this month is the release of Pavla's RAF WW2 resin weapons set in 1/72 (#7263). This long-overdue item features beautifully cast bombs of five different type: 25lb, 50lb, 250lb, 500lb, and 1,000lb. Even better news is that this is only part one. At long last modellers will be able to hang convincing weapons on their aircraft wings, which means that our bombers will have the potential to bomb, and our Stringbags need no longer be empty.



Pavla's resin accessories have gained a reputation for quality at very competitive prices, so although no UK price is currently listed there is every reason to assume that it will be by no



Now this looks very good indeed! Roden are announcing the release of three new kits at the beginning of June. The first of these is a Sopwith 2F.1 Camel in 1/72 (72044/£7.50). This will feature markings for four aircraft, all dating from 1918 - N6603 from HMS *Pegasus*, N6602 from HMS *Furious*, N7149 from Turnhouse Naval School and N7120 from HMS *Queen Elizabeth*. Other Camel variants are to follow, but as yet no further details are available.

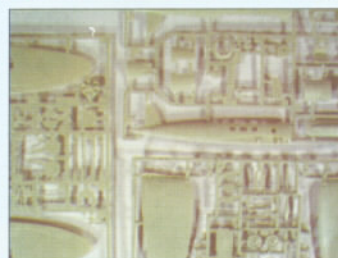


In 1/48 scale Roden are releasing the S.E.5A, with Hispano Suiza engine (#48019/£16.95) and the Fokker D.VII Alb (#48024/£14.95). The S.E.5 features

means unreasonable.

Following on from the release of their Ventura interior set, Pavla have announced the latest offering to enhance the Academy kit. This will be a full resin tail assembly (#7265).

UK importers for all Pavla items are Hannants.



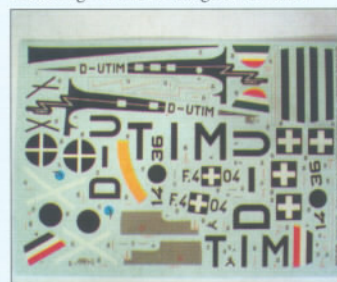
In the aftermath of the Hunter's sudden arrival in late May, a great calm has settled over the modelling



markings for no fewer than six RFC aircraft.

Still no information on the Wyvern. What will the future hold?

community as far as Revell are concerned. Those not interested in the ASK 21 are either awaiting the arrival of the Bv 138 - itself an event of some moment - or contenting themselves with an idle rummage through the latest reissue of the old Matchbox Heinkel 70 (#04229/£3.99). This, it must be said, is one of the more welcome reissues. Always a good kit, the current boxing by Revell finds the sprues crammed into the tiniest box they could find, with a decal sheet that is an absolute inspiration. If only all rebboxings could be as good as this!



Of course if you have time on your hands now, with all those Hunters built, you might consider the Eurofighter Diorama Set (#4376/£34.99), which is as generous a helping of plastic as one could wish for at the price.



Sky Models latest decal sheets follow their usual format of featuring individual markings for as many aircraft as they can cram onto a single sheet. New releases in 1/72 have been #72058, featuring 33 different P-40s in service with RAF, ASAAC, RNZAF, RAAF, and AVG. A wide variety of colour schemes is covered and the sheet is on sale for £5.00. A further 1/72 sheet covers the Fw 190 A/F (#72059/£5.00), and covers 24 aircraft.



New in 1/24 from Trumpeter will be the Spitfire Mk VI (02414/£49.95), while in 1/32 the Messerschmitt Me

262A-1a (#02235/£44.95) will, no doubt, be greeted with enthusiasm when it reaches these shores.

As previously mentioned, the Fw 200C-4 (#02814/£49.95) will be on the shelves by the time you read this report.

Last word on the Wyverns for this issue is that Trumpeter will be releasing a 1/48 kit (#02820) in due course. Any more for any more?



Finally, we hear dark rumours of impending decal sheets to provide 'what if' schemes for a certain key release scheduled for later in this year.

Models Galore at the NEC

Model Expo '05 will be held at the National Exhibition Centre, Birmingham NEC over the weekend July 16-17, featuring all aspects of modelling. Following the success of last year's inaugural show, this year's Model Expo promises to be bigger and better.

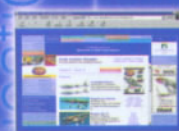
"We have increased the floor space, added to and improved the demonstration areas, and increased the number of exhibitors," said NEC Events Director, Bev Channell, "although the real selling point of the show is the customer interaction and the professional guidance on hand, meeting the needs and desires of what is a massive sector boasting thousands of enthusiasts across the country."

Plastic kits will naturally be part of the show, along with radio-controlled cars, aircraft, helicopters, boats and hovercraft; die-casts; model railways; model engineering and robotics. There will be a host of displays and interactive demonstrations together with two indoor racetracks, indoor and outdoor model flying arenas, a showcase arena, model boat pool and detailed railway layouts.

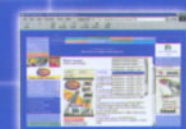
www.sampublications.com



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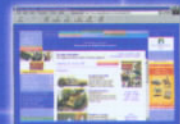


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Previews

Note: We have added a 'Production' status to these previews and all items are mainstream (unlimited) production unless otherwise stated - Ed



Italeri Ju-87 D-5 Stuka

Scale: 1/72 Kit No: 1070
Price: £6.50 Panel Lines: Recessed
Status: Reissue
Type: Injection Moulded Plastic
Parts: Plastic 52, Clear 4
Decal Options: 3
Manufacturer: Italeri
UK Importer: The Hobby Company



ICM Soviet Modern Air Armament

Scale: 1/72
Kit No: 72103 Price: £4.25
Panel Lines: Recessed
Status: New Tooling
Type: Injection Moulded Plastic
Parts: 24
Manufacturer: ICM
UK Importer: Hannants



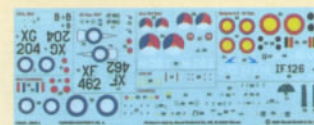
Revell Eurocopter EC 145 VIP

Scale: 1/72 Kit No: 04422
Price: £4.99 Panel Lines: Recessed
Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 55, Clear Plastic 5
Decal Options: 2
Manufacturer: Revell AG



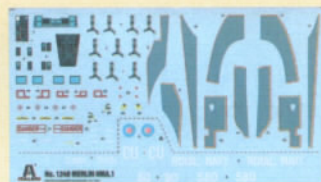
Revell Hawker Hunter F Mk. 6

Scale: 1/72 Kit No: 04350
Price: £7.99 Panel Lines: Recessed
Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 59, Clear 3
Decal Options: 4
Manufacturer: Revell AG



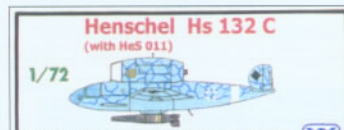
Italeri Merlin HMA.1

Scale: 1/72 Kit No: 1248
Price: £8.50 Panel Lines: Recessed
Status: Reissue
Type: Injection Moulded Plastic
Parts: Plastic 112, Clear 10
Decal Options: 1
Manufacturer: Italeri
UK Importer: The Hobby Company



MPM Lockheed Vega DL-1 'Metallic Fuselage'

Scale: 1/72 Kit No: 72524
Price: £11.99 Panel Lines: Recessed
Status: Revised Tooling
Type: Limited Run Injection Moulded Plastic
Parts: Plastic 44, Clear 11
Decal Options: 3
Manufacturer: MPM
UK Importer: Hannants



A & V Henschel Hs 132 C (with HeS 011)

Scale: 1/72 Kit No: AV 139
Price: £25.60 Panel Lines: Recessed
Status: New Tooling
Type: Resin
Parts: Resin 34 Metal 3, Etched Brass 16, Vacform Clear 3
Decal Options: 1
Manufacturer: A & V
UK Importer: Hannants



A & V Henschel Hs 132B (with Jumo 004)

Scale: 1/72 Kit No: AV 138
Price: £25.60 Panel Lines: Recessed
Status: New Tooling
Type: Resin
Parts: Resin 34, Metal 3, Etched Brass 16, Vacform Clear 3
Decal Options: 1
Manufacturer: A & V
UK Importer: Hannants



Czech Model Ryan FR-1 Fireball

Scale: 1/48 Kit No: 4815
Price: £TBA Panel Lines: Recessed
Status: New Tooling
Type: Limited Run Injection Moulded Plastic
Parts: Plastic 46, Resin 25, Vacform Clear 2
Decal Options: 2
Manufacturer: Czech Model
UK Importer: Hannants
Includes Squadron/Signal Booklet



Special Hobby Fiat CR.25 VIP Transport Version

Scale: 1/72 Kit No: 72089
Price: £18.99 Panel Lines: Recessed
Status: New Tooling
Type: Limited Run Injection Moulded Plastic
Parts: Plastic 55, Clear 6, Resin 34
Decal Options: 3
Manufacturer: Special Hobby
UK Importer: Hannants



Attack Mig-17 F

Scale: 1/144 Kit No: 14001
Price: £5.25 Panel Lines: Recessed
Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 19, Clear 1
Decal Options: 5
Manufacturer: Attack
UK Importer: Hannants



Special Hobby MAVAG Heja II 'Hungarian Fighter'

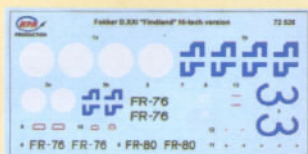
Scale: 1/72 Kit No: 72100
Price: £11.99 Panel Lines: Recessed
Status: Revised Tooling
Type: Limited Run Injection Moulded Plastic
Parts: Plastic 24, Resin 35, Etched Brass 21, Vacform Clear 2
Decal Options: 2
Manufacturer: Special Hobby
UK Importer: Hannants





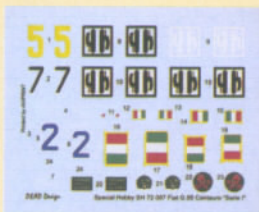
Fokker D.XXI Finland Version 'Hi-Tech'

Scale: 1/72 Kit No: 72526
 Price: £15.60 Panel Lines: Recessed
 Status: Revised Tooling
 Type: Limited Run Injection Moulded Plastic
 Parts: Plastic 47, Clear 2, Resin 23, Etched Brass 12
 Decal Options: 3
 Manufacturer: MPM
 UK Importer: Hannants



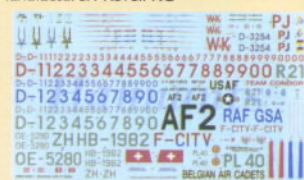
Fiat G.55 Centauro Serie I

Scale: 1/72 Kit No: 72087
 Price: £11.99 Panel Lines: Recessed
 Status: New Tooling
 Type: Limited Run Injection Moulded Plastic
 Parts: Plastic 26, Resin 16, Etched Brass 17, Vacform Clear 2
 Decal Options: 3
 Manufacturer: Special Hobby
 UK Importer: Hannants



Schleicher ASK 21

Scale: 1/32 Kit No: 04224
 Price: £12.99 Panel Lines: Recessed
 Status: New Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 42, Clear 2
 Decal Options: 9
 Manufacturer: Revell KG



MiG-17PF

Scale: 1/144 Kit No: 14002
 Price: £5.25 Panel Lines: Recessed
 Status: New Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 19, Clear 1
 Decal Options: 5
 Manufacturer: Attack
 UK Importer: Hannants



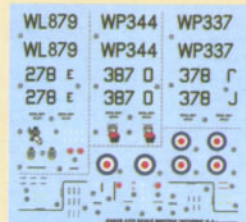
Shenyang JJ-5

Scale: 1/144 Kit No: 14403
 Price: £5.25 Panel Lines: Recessed
 Status: New Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 19, Clear 1
 Decal Options: 2
 Manufacturer: Attack
 UK Importer: Hannants



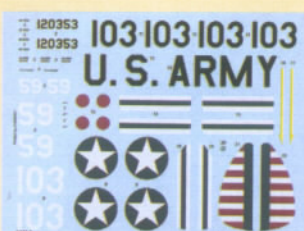
Westland Wyvern S.4

Scale: 1/72 Kit No: 01619
 Origin: Trumpeter Price: £12.95
 Panel Lines: Recessed
 Status: New Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 142, Clear 9
 Decal Options: 3
 Manufacturer: Trumpeter
 UK Importer: Pocketbond



Fairchild PT-19 Cornell

Scale: 1/48 Kit No: PLT 142
 Price: £35.30 Panel Lines: Recessed
 Status: New Tooling
 Type: Resin
 Parts: Resin 25, Reinforced Resin 3, Vacform Clear 2
 Decal Options: 3
 Manufacturer: Planet
 UK Importer: Hannants



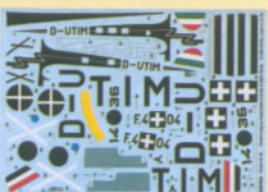
Sopwith SF.1 Dolphin

Scale: 1/72 Kit No: 5008
 Price: £15.85 Panel Lines: Recessed
 Status: Reissue
 Type: Resin
 Parts: Resin 42
 Decal Options: 4
 Manufacturer: CMR
 UK Importer: Hannants



Heinkel He 70 G-1

Scale: 1/72 Kit No: 04229
 Origin: Matchbox Price: £3.99
 Panel Lines: Recessed
 Status: Reissue
 Type: Injection Moulded Plastic
 Parts: Plastic 60, Clear 9
 Decal Options: 3
 Manufacturer: Revell AG



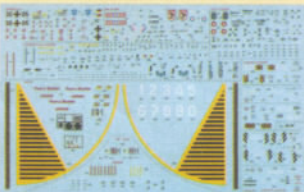
Supermarine Attacker FB.1/FB.2

Scale: 1/72 Kit No: 5106
 Price: £22.90 Panel Lines: Recessed
 Status: Reissue
 Type: Resin
 Parts: Resin 50, Vacform Clear 2
 Decal Options: 4
 Manufacturer: CMR
 UK Importer: Hannants



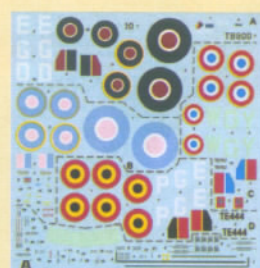
Eurofighter Typhoon & Shelter Diorama Set

Scale: 1/72 Kit No: 04376
 Price: £34.99 Panel Lines: Recessed
 Status: Revised Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 188, Clear 11, Vacform 3
 Decal Options: 3
 Manufacturer: Revell AG



Supermarine Spitfire Mk XVIe

Scale: 1/48 Kit No: 2646
 Origin: Occidental Price: £10.99
 Panel Lines: Recessed
 Status: Reissue
 Type: Injection Moulded Plastic
 Parts: Plastic 52, Clear 4
 Decal Options: 4
 Manufacturer: Italeri
 UK Importer: The Hobby Company





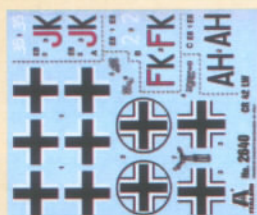
Curtiss P-40K-5/Kittyhawk III

Scale: 1/48 Kit No: 489213
 Price: \$24.98 Panel Lines: Recessed
 Status: Revised Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 48, Clear 5, Resin 1
 Decal Options: 4
 Manufacturer: Amtech
 UK Importer: Hannants



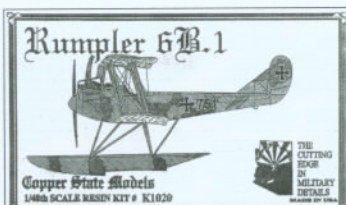
Fiat CR.42 Falco

Scale: 1/48 Kit No: 2640
 Price: £16.99 Panel Lines: Recessed
 Status: New Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 80, Clear 1
 Decal Options: 3
 Manufacturer: Italeri
 UK Importer: The Hobby Company



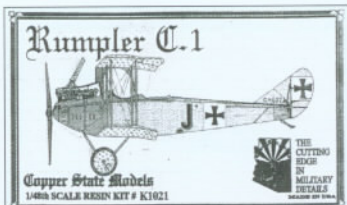
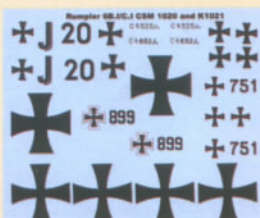
XP-400-2 Warhawk Last Version

Scale: 1/48 Kit No: 104
 Price: £44.99 Panel Lines: Recessed
 Status: New Tooling
 Type: Resin
 Parts: Resin 37, Etched Brass 25, Vacform Clear 2
 Decal Options: 2
 Manufacturer: Planet
 UK Importer: Hannants



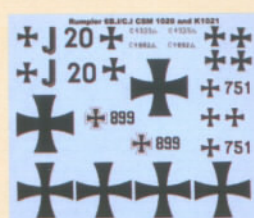
Rumpler 6 B.1

Scale: 1/48 Kit No: K1020
 Price: £38.50 Panel Lines: Recessed
 Status: New Tooling Type: Resin
 Parts: Resin 34, Etched Brass 142, White Metal 10
 Decal Options: 2
 Manufacturer: Copper State
 UK Importer: For further information contact Aeroclub



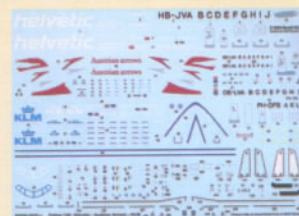
Rumpler C-1

Scale: 1/48 Kit No: K1021
 Price: £38.50 Panel Lines: Recessed
 Status: New Tooling
 Type: Resin
 Parts: Resin 36, Brass 153, White Metal 10
 Decal Options: 1
 Manufacturer: Copper State
 UK Importer: For further information contact Aeroclub



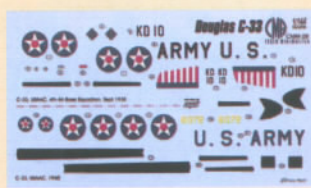
Fokker 100

Scale: 1/144 Kit No: 04246
 Price: £7.99 Panel Lines: Recessed
 Status: Reissue
 Type: Injection Moulded Plastic
 Parts: Plastic 33, Clear 5
 Decal Options: 3
 Manufacturer: Revell AG



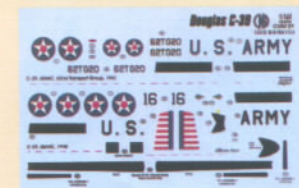
Douglas C-33

Scale: 1/144 Kit No: 08
 Price: £21.15 Panel Lines: Recessed
 Status: Revised Tooling
 Type: Resin
 Parts: Resin 13, Clear Resin 16, Plastic 3
 Decal Options: 2
 Manufacturer: CMR
 UK Importer: Hannants



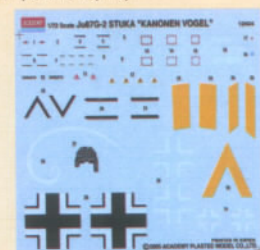
Douglas C-39

Scale: 1/144 Kit No: 09
 Price: £21.15 Panel Lines: Recessed
 Status: Revised Tooling
 Type: Resin
 Parts: Resin 13, Clear Resin 16, Plastic 3
 Decal Options: 2
 Manufacturer: CMR
 UK Importer: Hannants



Ju 87G-2 Stuka 'Kanonen Vogel'

Scale: 1/72 Kit No: 12404
 Price: £5.99 Panel Lines: Recessed
 Status: Reissue
 Type: Injection Moulded Plastic
 Parts: Plastic 73, Clear Plastic 7
 Decal Options: 1
 Manufacturer: Academy
 UK Importer: Toyway



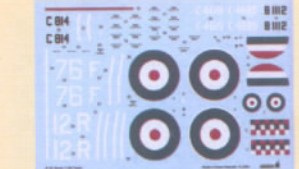
Junkers W 34 Hi with BMW 132 engine

Scale: 1/72 Kit No: 72086
 Price: £15.60 Panel Lines: Recessed
 Status: Revised Tooling
 Type: Limited Run Injection Moulded Plastic
 Parts: Plastic 43, Clear 7, Resin 3
 Decal Options: 3
 Manufacturer: Special Hobby
 UK Importer: Hannants



Bristol F.2B Fighter

Scale: 1/48 Kit No: 8126
 Price: £19.99 Panel Lines: Recessed
 Status: New Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 153
 Decal Options: 4
 Manufacturer: Eduard
 UK Importer: Hannants
 Includes Express Masks



Special Preview

Pearl Harbor Defender

Vintage Fighter Series 1/24 Scale Curtiss P-40

Vintage Fighter Series long-awaited 1/24th P-40 is drawing closer, and if the test shot received is anything to go by then it is going to be a welcome release for large-scale modellers, and will hopefully pave the way for a whole series, including the promised P-47s.

The P-40 series comprises three kits. A 'Flying Tiger', a British Tomahawk, and the 'Pearl Harbor Defender'. Dry-fitting of the main parts showed an accurate outline, and

machines, these being the ones flown by Kenneth Taylor and George Welch. Two pilot figures are also included.

In conclusion, this kit is not without its flaws, but none of them matters that cannot be overcome by anyone with basic modelling skills. At the price, it represents very good value for money, and as such can be recommended to anyone with somewhere big enough to keep it.

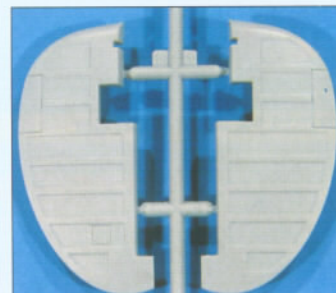
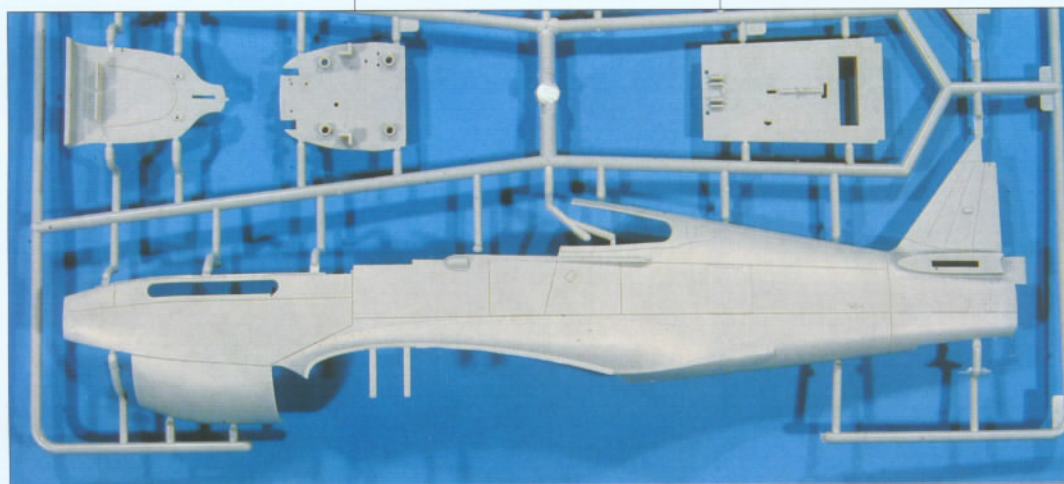
We await the P-47s with interest!

GH

PEARL HARBOR-VF2402 Boxart by Robert Taylor (courtesy of the Military Gallery)

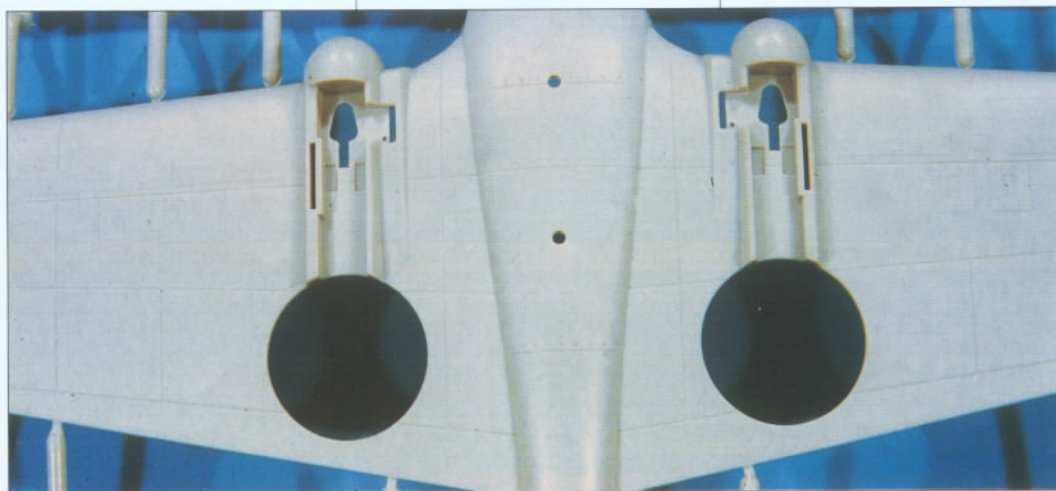


CURTIS-P40: PEARL HARBOR 'AMERICA STRIKES BACK' VF2402



a reasonable fit of the main components. Some of the panel lines seem a little overdone, and the fabric surfaces will need some serious attention, but on the whole the kit provides a very good basis for a superdetailing project, and is priced at a very reasonable £44.99 — for which you get a great deal of plastic.

Added to this are some intelligently designed etched brass and a detailed engine, which go some way to compensate for the huge rivets on the belly tank. A very nice decal sheet features markings for two Pearl Harbor



Reviews



Brewster B-339 Buffalo 'Pacific Theater'

Technical Data

Scale: 1/48
Kit No: 61094
Price £16.50
Panel lines: Recessed and Raised
Status: Reissue
Type: Injection Moulded Plastic
Parts: 8 (Grey), Clear 6, plus
Canopy/Transparency Masks
Decal Options: 4
Manufacturer: Tamiya Inc
UK Importer: The Hobby Company



The Kit

This reissue comes in Tamiya's familiar lidded box and includes sealed bags holding four sets of grey sprues, one set of clear parts and a beautiful decal sheet offering four options, one RNZAF, one RAF, one Netherlands East Indies machine and one US Navy. A set of masks is provided for the distinctive glasshouse canopy and the underbelly transparency. Panel lines are delicately recessed. A 10-page foldout instruction sheet takes you through 14 stages of construction. Tamiya paint references are listed throughout.

Construction

You have to make a decision early on as to which version you want to build as the kit offers three different seat options, two gunsights, two tailcones and tailwheels, different canopies and two alternative propeller and engine

assemblies. I opted for the US Navy version for speed and ease of paint scheme, and attempted to build as close as possible to Tamiya guidelines, right down to making a substantial investment in Tamiya paint.

Step 1 deals with seat construction. The lap seatbelt detail is a little ill defined and can benefit from either a masking tape substitute or etched replacement. Steps 2 and 3 deal with cockpit interior. Most Tamiya colour references for their kits involve complex mixes of their own brand paints. Luckily the only mix required with this kit is for the Interior Green (two parts XF5 to one part XF3). All interior parts drop into place without any fuss. The rudder pedal assembly needs to be made very secure to ensure that it does not get knocked off once the fuselage is closed up. There are two lugs on the lower fuselage that need removing.

At Step 4 the crankcase can be enhanced by washing over the standard X-18 semi-gloss black with Humbrol metallic gunmetal then buffing once dry. The cowl ring fits well but does require blending into the nose to avoid any unsightly overlaps.

If you are airbrushing or spraying your model it pays to skip Steps 7 and 8 and move on to 9 (cockpit floor and control column). Here again some cleanup is required on the seam lines. Step 10 deals with the tailplanes and tailcone assembly. The tailplanes slot into place with no problem, only requiring a bit of PVA glue to hide the gap at the fuselage join. I left the tailwheel off at this stage. The wing assembly/fuselage joint is a tight interference fit requiring the minimum of cement. The rear wing-to-fuselage



join requires blending in with sanding and filler as it is not on a natural panel line. Some sanding at the nose is needed to clean up the upper joint and on the rear cockpit decking as the joint at the rear has a pronounced step. Take care as you can shave too much off and ruin the rear canopy seal.

I did hit a problem fitting the propeller. Having followed the instructions to the letter I discovered that the blades fouled the cowlings. I had to disassemble the whole thing to add an extension to the propeller shaft so that they could clear the front end.

Painting

When it came to the canopy I threw in the towel and ordered a set of new diecut tape Eduard masks from LSA

Models. These are very easy to use and adhere far better than the vinyl type. Just use a sharp scalpel to unseat them under a bright light source. Some masking tape inside, a quick blast of AS-12 spray, then AS-16 and a perfect result ensued.

The US Navy version is simplicity itself, overall Tamiya AS-16 USAF Light Gray. Prior to decalling I washed the panel lines with diluted burnt umber using a 000-brush tip, wiping the excess with kitchen towel.

Decals handled perfectly and reacted well to a touch of Micro Sol to help them settle down. Even the propeller tip decals behaved and required little touching up, being a near perfect fit.

Conclusion

This is a relatively simple build and should cause few problems. Some cleaning up of mould seam lines and joins is needed but as a reissue of a near 30-year-old kit it holds up well with the more modern offerings from the Tamiya stable. Invest in a set of Eduard masks, stick to the RNZAF/RAF versions and a complete novice can get a good result out of the box. The Internet cognoscenti have had their say on accuracy in the past but to 90% of us it looks like a Buffalo and that's the main thing. With Aeromaster's two Buffalo decal sheets available there's every excuse now to go out and buy a squadron.

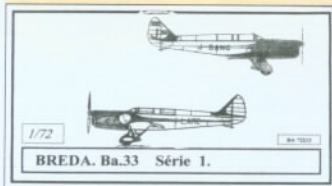
Mark Peacock



Breda Ba.33 Serie 1

Technical Data

Scale: 1/72nd
Kit No: DA72213
Price: £TBA
Panel Lines: Recessed
Status: New Tooling
Type: Resin & Vac-formed Clear Plastic
Parts: Resin 14, Clear 2
Decal Options: 2
Manufacturer: Dujin
UK Importer: Hannants



The Kit

As ever, Dujin's resin kit is supplied in a clear bag, together with a folded single A4 'instruction' sheet. The main resin parts are quite cleanly moulded with very restrained engraved panel lines and extremely delicate trailing-edges. Unfortunately the smaller detail parts are much poorer in quality, and as a result the propeller and exhaust are unusable and the large undercarriage fairings require repair

work. A collection of small decal sheets is provided for the black registration letters only.

The instruction sheet has a small amount of French historical text and a list of references, as well as plans and poor quality photos to help with the markings of the two aircraft. No assembly diagrams, but the kit's simple construction is easy to work out.

Construction

Before assembly, some time was spent removing flash and pour-stubs from the major parts. There was also the cleaning up of the usable smaller pieces that had been removed from the sheet. The interior is very basic. There is a floor on to which two seats, and what appears to be a fuel tank, had been moulded. It was dropped into place followed by the only other cockpit items, which were two instrument panels. Now that the basic airframe was complete, the undercarriage units were glued in place, followed by the one-piece canopy, which had already been dipped in Future and carefully



trimmed to fit. The wing bracing struts, which were made out of pieces of plasticard, were left off until the painting scheme was complete.

Colour Options

Two schemes, I-LARE and J-BANC. I chose I-LARE. Tamiya White was sprayed overall as a base, followed by a mix of Humbrol 19 and 20.

The collection of decal sheets had a rather thick overall varnish and some of the black lettering was very badly faded

Conclusions

While being forever grateful for the huge range of interesting and obscure aircraft that Dujin release on a regular basis, this one is not the easiest to build, despite its simple construction. The smaller detail parts were poorly done. I could only recommend it to experienced resin kit modellers, who would be able to get around its shortcomings. The unwary may find it endlessly frustrating.

Chris Busbridge



Convair F-102A Delta Dagger

Technical Data

Scale: 1/48th
Kit No: 0586
Price: £14.99
Origin: Monogram (USA)
Panel Lines: Raised
Status: Reissue
Type: Injection Moulded Plastic
Parts: Plastic 99 (Grey), Clear 5
Decal Options: 2
Manufacturer: Revell AG
UK Importer: Revell AG (UK Branch)



The Kit

This kit is in fact the 1990 Monogram issue and has raised detail, but this does not prevent it being an impressive model once complete. A very detailed decal sheet, to the normal standards of

this company, is now included. Instructions, to Revell's usual format, comprise eight pages of A4. The assembly sequence is fairly clear but should be followed carefully. Page one shows a potted history, pages two and three the required paints, page four a sprue map, with the rest given over to assembly and finally the painting instructions, of which more later.

Construction

This is straightforward with no serious problems encountered. There is a lot of plastic to put together and therefore the instructions should be followed carefully. Items such as the forward bulkhead to the undercarriage bay must be inserted before the wings are joined to the fuselage. It is, I assure you, extremely awkward to insert after. Likewise, do not attach the drop tanks before the main undercarriage doors – once again difficult to do afterwards. As you

might expect, some filler is required, notably along the top of the fuselage, underneath at the rear of the wing/fuselage join and a little on the top wing leading-edge/fuselage join. The Monogram name is embossed underneath on the inside of the starboard elevon, but is easily removed. Two other points to raise were that the canopy on my sample was damaged (marks within the moulding that could not be removed) and the front undercarriage leg was weak – I had to repair it twice before I had completed the model.

Colour Options

I decided to complete the kit as the Bittburg-based 525th Fighter Wing machine from the early 1960s. All had gone quite well until the main painting stage, as my initial study of the instructions suggested that the machine had a metallic finish. This apparently was not the case, as further study towards the bottom of the page revealed it should have been finished in Air Defence Command Gray. My error occurred as the instructions had shown three 'flags' pointing to the fuselage, one of which equated to Humbrol 11, seemingly for the main airframe colour. At the bottom of the page was another flag denoting the ADC Gray finish, but remote from the fuselage diagram! Any research on these aircraft has suggested ADC

Gray was the correct finish, but remembering that other early 'Century Jets' based in Germany around that time were mostly in aluminium finishes, might that suggest this should be the same? To this end my aircraft was finished in Alclad polished aluminium/Bare-Metal Foil (for contrast), Humbrols 53/56/87/33/60/34 and a mix of Humbrol 131/Xtracolour Yellow Zinc Chromate for the undercarriage/weapon bays.

Unfortunately the decalling instructions were not much better than those for painting. Many of the stencil numbers seemed inaccurate and/or confused as to their positions on the aircraft. The coloured stripes are shown for both aircraft, which is clearly wrong, the second one being an Air National Guard aircraft of the late 1960s. The decal sheet itself is comprehensive, of good register and the decals do not need any help to settle down, but are badly let down by vague instructions

Conclusion

A nice model which most modellers should be able to tackle without any difficulty. It was a shame about the painting/decal instructions, but research should alleviate those problems. For the price tag of £14.99 I don't think you can go far wrong.

Andrew R Thomson



NAA P-51-2NA (Mustang 1A) with 'Follow Me' Jeep

Technical Data

Manufacturer: Academy
Scale: 1/72
Status: New
Panel Lines: Recessed
Fabric Effect: Recessed
Price: £7.99
Type: Injection Moulded
Parts: Grey/Clear 43/7 and 41/0
Transfer Options: 2
Sample supplied by: Toyway



Academy's B and C versions of the Mustang, though lovely kits, are spoilt by gross inaccuracies. The 'just plain' P-51, however, stands head and knees above both them and all previous 1/72 Allison-engined Mustang kits.

The Kit

We've waited a long time for a decent Allison-Mustang, and this is it. The detail is beautiful. The cockpit floor is (correctly) cambered, with a nice seat, stick and panel. Transparencies are as good as I've ever seen in this scale, and even include a gunsight. You also get a radiator core, detailed both sides, and a four-part camera.

Dry-fit the floor into the starboard side and trim the forward location, or the fuselage halves will not close. Ease the fuselage locating pins, to avoid a step along the spine. Sand the inside faces of wing and rudder trailing-edges, or they'll be very thick. There are no pins on the wings, so it may be best to attach the lower wing to the fuselage first, and add the upper surfaces later. Once the radiator intake is installed and faired in, extend the scribed lines of the forward radiator door to the outside corners of the lip. Don't install the propeller into the spinner back-to-front. The tailplane tabs are very loose and need packing.

The jeep is much coarser. The loops which stick out from the rear of the chassis will benefit from opening out and thinning down, and the top recess in the jerry-can needs filling — it shows. The trailer chassis is OK, but the body is thick and utterly plain inside.

Instructions are clear, if you have the hang of them. Newcomers simply must read the key before starting — and it's placed as a footnote, not a header! See also *Squadron/Signal's Fighting Colors* by Davis and Greer for interior colours.

Colour Options

Two; both from the 68th TRG, which was the only USAAF Group to operate the type. Both aircraft are faded Olive Drab and Gray, enlivened by theatre

markings — red spinners and yellow wing bands (which are provided). I was very happy with the transfers — thin and flexible, yet opaque. They stuck down well on their own, and the serials and stencilling — laid on Klear — were free from silvering.

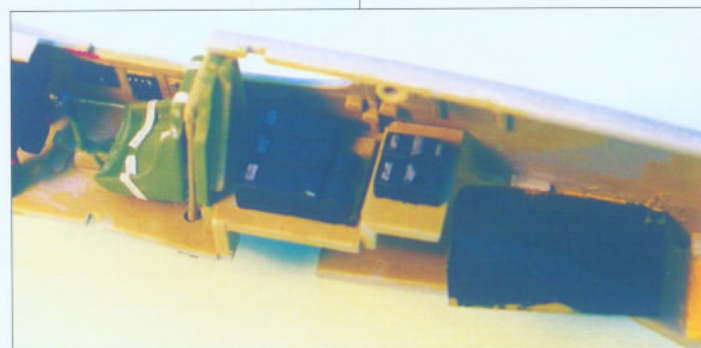
Mah Sweet/Eva Lee of 154 OS has a double dose of those strangely-shaped gas detection panels to port, but probably not to starboard too, but we'll never know as both photos are of the port side (see *Camouflage & Markings* No. 16, p.74, and *Osprey Aces* 7 p.52). I reckon they'd be dull mustard yellow, so I overpainted mine in Zinc Chromate. Some sources claim that the red stripes of the tail flag were omitted, but this is debatable. Alas, the flags — correctly not handed — are modern, with 50 stars! I used very old 48-star AIR stock.

It is clear that the upper wing insignia were neither doubled up nor outlined in yellow, and from other photos I'd say that the underwing ones weren't either, though it was common on A-36s. The six (outlined) insignia supplied look fine on the fuselage, but I found a pair of plain 35in ones for the wings. Note that the outlines slightly overlap the forward ends of the serials. Photos also show a new, bulged transparency for the camera window, possibly cut away at its bottom rear. Also, the spinner appears to be red only over its front section, and the outboard wheel discs seem to be red too.

The other option is 137365, 'C' of A flight, 111 TRS. This one is six months down the line, and thus is even more worn. Again, the only photos are of the port side, and the markings shown are generally OK (art in Davis and Greer, photo in *Aircam* 5). However, the fuselage insignia, already outlined in darker blue, need a further and very crude outline in fresh olive drab, to represent the painting-out of the excessively wide red outline applied in

Summer 1943. The rear half of the mission symbols should be duller, too — maybe they got some new paint. Cover with a thin wash of OD?

The only P-51-2 for which I have both port and starboard photos is coded BG and in her case the starboard codes are forward of the insignia. Was this also the case with AC? Certainly, if the insignia repainting left only the last four digits of the serial to port, it would leave only the first four (1373) to starboard, whether or not the code was painted over it.



Finally, if you cut up the '3s' from AC's serial to make a pair of '8s', and omit the artwork, you can produce 137328, otherwise known as her squadron mate *Mah Sweet*. This aircraft flew the first-ever USAAF Mustang operation.

Conclusion

Years of staring and comparing have convinced me that the most accurate Mustang drawings to date are Arthur Bentley's. You'll find them in *Osprey's Aces* No. 7, and that's what I've worked to.

The P-51-2NA is generally excellent, though like all other pre-D Mustang kits in this scale there is no droop to the leading-edge extensions and there is as yet no easy cure. The wing plan is mostly accurate and the dihedral spot on — and it goes correctly right to the

centreline.

The only thing that really spoils the kit's looks is the carburettor intake. Run a ruler along the upper nose of any side-view photo of an Allison-engined Mustang: the curve is always convex. The kit's intake fairing disappears at a kink just behind the exhausts. Build it up to run smoothly back to the firewall, and if you alter nothing else at all it'll look right.

For rivet-counters, the entire underside run from nose to rear of radiator is a tiny touch shallow. The

nose and spinner base are a bit short on diameter, giving a rather pointy snout. The prop blades are too broad at the tips. The wings are 2mm short on total span, all outboard of the tip joint line (they can be fixed, but rounding-off the tip leading-edge looks nearly as good). The chordwise panel line at mid-aileron is 4mm too far inboard. The case ejector slots need extending forwards by about half their chord. The landing lamps are as deep above the wings as below. The U/C leg sockets are offset, which skews the wheels. There's no ducting for the radiator, so daylight shows through.

The jeep has two noticeable errors. The easy one involves the windscreen — the apron under the windows (which would benefit from glazing with thin acetate) is too tall. The impossible one is that the radiator grille ought to have nine tall slots, and it has ten short ones! I extended them upwards — better, though not good enough. The 0.50 gun mounting also needs removing in most cases.

This is a marvellous kit, whose faults are outweighed by its virtues. I really enjoyed it. There are several conversion possibilities, and not only for modellers. Just think what Academy could do: new wings, pylons, stores and radiator intake — P-51A; new wings, exhausts and undernose guns — Mustang I; new wings (with correct 14-slot airbrakes please!), stores, radiator intake as for P-51A, and undernose guns — A-36. As the A-36 is the hardest to convert to, but easy to convert from, that would be my priority. But please — no more dodgy 'jeepoids'!

Brian Derbyshire



Boulton Paul Defiant Mark 1

Technical Data

Scale: 1/48
 Manufacturer: Classic Airframes
 Decal options: 3
 Type: Limited Run Injection Moulded
 Plastic, Resin & Etched Brass
 Parts: Plastic 63, Clear 5, Resin 20, Etched 20
 Status: New tooling
 Panel Lines: Recessed
 Price: £26.99



The Kit

Classic Airframes first moulded a 1/48 Defiant about 10 years ago. This new kit reveals the dramatic improvements that the hobby has witnessed since then: recessed panel lines, smooth surface detail, little flash, crisply moulded resin interior, thin injection moulded transparencies and etched parts. Presentation and box art is excellent, with all parts protected in plastic bags.

The instructions are well laid out but a little confusing in places. The cockpit location diagram is not specific enough and the inclusion of steps applicable to the other variant can be misleading.

Construction

I started with the resin cockpit parts, which fitted together reasonably well but did not go into the fuselage opening easily. The fuselage halves are quite thickly moulded and I would recommend some thinning of the plastic in the cockpit area. The wing fit

caused me some headaches. Although the wing components fitted together well, there was a slight mismatch in the joint to the fuselage which meant they were not perpendicular to the fuselage centreline when viewed from above. I had to sand one wingroot and pack out the other with plastic strip.

The undercarriage assembly was a little vague in places and I could not find positive location for the retraction jacks (parts 30 and 31). The turret sat too high in its aperture and I had to shave off the moulded ridges on the mounting ring, part R11. This was a mistake, since the ring is prominent in photos and sits above the fuselage sides. In retrospect I believe it's the turret's glazing (parts C4 and C5) that is too tall, so my advice is to shave about 1.5mm off the bottom of these.

Colour Options

Three colour schemes are provided, representing 307 (Polish) Squadron, RAF Kirton-in-Lindsey in 1940 in Dark Green/Dark Earth with Night/White undersides; 141 Squadron in DG/DE Sky; and 276 Air Sea Rescue Squadron in maritime colours of Extra



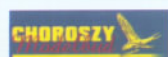
Dark Sea Grey, Dark Slate Grey and Sky. I finished mine as the 141 Squadron machine using Xtracolor paints. The decals are beautiful, with separately printed roundels to ensure good registration. They are thin, opaque and bedded down with no silvering. A nice selection of stencils is also provided. The only flaw is that two right-hand fin flashes are provided, so some trimming is

required to obtain an extra section of red: luckily plenty of spare is available.

Conclusion

This kit builds into a lovely model and is essential to anyone wishing to complete a 1/48 Battle of Britain collection. The dimensions are good and the shape looks accurate. My only major recommendation for improvement would be in the surface detail which is represented only by engraved lines. Study of the real example at the RAF Museum at Hendon shows that it has lots of rivets and variations in surface finish. These details can be added by the competent modeller and it's a small price to pay for having this excellent kit available. Heartily recommended to all. If any aftermarket manufacturer would be good enough to make a vacform canopy, we'd be in modelling heaven!

Jonathan Burns



Macchi M.5

Technical Data

Scale: 1/72nd Kit No: B63
 Price: £TBA Production: Limited
 Panel Lines: Recessed
 Status: New Tooling
 Type: Resin
 Parts: Resin 57
 Also Includes: Clear Acetate Sheet
 Decal Options: 1
 Manufacturer: Choroszy Modelbud
 UK Importer: Check Aeroclub for price and availability



The Kit

This usual Choroszy Modelbud box houses the usual multitude of parts safely packaged in a number sealed

bags, but after inspection it became apparent that some pieces were missing (not for the first time). In this instance, two of the larger cabane struts were nowhere to be seen, and neither were the windscreen and three circular discs for the upper fuselage deck. Another item that will need to be corrected is the beaching trolley, as the kit version does not match the type that was often used with this aircraft. The kit is equipped with early-style floats, so anyone wishing to model a later variant will have to scratchbuild new ones.

Assembly

Starting with the cockpit, there is a floor, rear bulkhead, a very simple instrument 'bar', gun breeches and ammunition boxes. The instructions do not show very clearly where each part should go, but this is not such a problem as all that is visible once the fuselage is assembled is the seat.



Before painting the white and wooden areas of the fuselage, the top of the fuselage from the nose to the rear of the cockpit was sprayed Alclad II Aluminium. This is not shown on the colour guide, even though nearly all M.5 photos show a light metallic colour to this area.

The engine had some edge detail removed in order to get it to fit into

its casing. Alignment of the V-shaped cabane struts took several attempts to get right, and the two forward cabane struts were missing, so I made new ones out of brass Strutz. The next task was to fine-tune these struts to their correct length. It is important to get this bit right, as otherwise the top wing will not line-up properly.

The missing windscreen was

Technical Data

Scale: 1/72
 Kit No: 72005
 Price: £14.90
 Panel Lines: Recessed
 Status: New Tooling
 Type: Limited-run Injection Moulded Plastic
 Parts: Plastic 28 (Grey), Clear Vacform 2,
 Resin 9, Photo 1, Etched 6
 Decal Options: 1
 Manufacturer: Valom
 UK Importer: Hannants



Built to a United States Navy specification for an ultra long-range fighter/diver/torpedo bomber capable of operating from carriers outside the range of land-based aircraft, the Boeing Model 400/XF8B-1 was Boeing's last single-seat piston-engined fighter. One of the few aeroplanes that may have generated awe in the minds of P-47 or Skyraider pilots, everything about this machine was massive, from its 28-cylinder four-row, 3,000hp Pratt & Whitney R-4360-10 Wasp Major 'corn-cob' engine to its ability to carry 3,200lb of ordnance internally and the same externally. Only three were built before the end of WWII. Though billed as a single-seater, a photograph in my ageing copy of William Green's *War Planes of the Second World War, Fighters, Volume 5* shows what appears to be a second crewman in the cramped space behind the pilot (probably a long-suffering flight test engineer. Ed).

The Kit

The kit represents one of the two tested by the USAF. A well printed if lightweight tray-type box contains a large resealable bag within which resin, etched, vacform and photo parts and decals are all separately packaged. While the resin and etched pieces are well up to par, the low-pressure injection pieces are moulded in very soft grey plastic engraved with an acceptable level of surface detail, but the injection gates are heavy and the mouldings are on the crude side. Injection pressure seems to have caused some mould distortion leading to extra work during construction. Two vacform canopies are provided. A clear schematic diagram, history and specification in three languages, paint guide and references, parts diagram and seven exploded diagrams are well printed on both sides of a single A3 sheet, and should be entirely adequate for most modellers.

Construction

This follows the traditional sequence: cockpit, fuselage, engine, wings and final assembly. The cockpit parts need careful fitting and adjustment to mate properly with the fuselage halves and a shelf needs to be added behind the pilot's seat bulkhead to prevent see-through into the rear fuselage void, and the instrument panel needs fixing about 0.25" nearer to the pilot, which means a coaming must also be scratchbuilt. The fuselage halves don't quite match up due to the moulding quality, but this is easy to correct with careful filler and filing.

Once the fuselage has been closed up Valom suggest that the engine is

attached. However, it is necessary to saw away a square recess in the upper front fuselage area to accept the cowl flaps cast into the resin cowl and the fitted engine could get in the way.

The upper and lower halves of the wings match with the same imprecision as the fuselage and are corrected in the same way. It took an age to refine the wing trailing-edges with file, scraper and emery paper. Fortunately the soft plastic eases both this task and subsequent rescribing of panel detail. Judicious use of various fillers resolved any problems when the wings, tail and engine cowl were fixed to the fuselage. The whole was rescribed, rubbed down with emery paper and then Brasso before painting.

Halfords Grey Primer was used as a base coat, and once the vacform canopy had been fixed in place the model was sprayed with Halfords Toyota Silver.

Valom give the modeller a good start as regards accuracy, and the final result is really down to how much effort you want to expend on refinement and detail. For this, Rich Koehnen's *Naval Fighters* series book Boeing XF8B-1:

the Five-in-One Fighter (ISBN 0-942612-63-9) may be a smart buy at around \$15

Colour Options

It's either silver or bust. You could complete the kit in Glossy Sea Blue to represent the first prototype tested by the US Navy and offered in alternative kit boxing 72004 (it'll save you 9p!), or go into fantasy mode. Decals comprise just four stars and bars for wing and fuselage.

Conclusion

Definitely not for the inexperienced, those short of time or patience, Valom's XF8B-1 is full of charm and I recommend it on that basis. The fine lines of the aircraft look good, although the moulding quality is at the low end of just acceptable and the price isn't cheap.

Firms like Valom are trailblazers who kit models that others wouldn't touch. Approached in the right frame of mind this is a fun build resulting in a fair representation of a unique aeroplane.

Simon Snape



fashioned out of clear stock and its frame painted silver. The white discs for the rear fuselage deck were made from sections of rod. I also made up new outer wing support struts, as the resin items were overscale and would have spoilt the appearance of the model.

The red and green panels on the lower surfaces of each wing were sprayed using Humbrol 3 for the green and a 50/50 mix of H19 and H20 for the red (no decals were provided for these wing panels and were not even indicated in the colour scheme). The decal for the rudder did not allow for the fact that the green portion was larger, so I ended up airbrushing that as well.

Colour Options

Two options, both with a simple scheme of varnished wood fuselage, with a white base, and clear-doped wings. The rudder carries the Italian tricolori. Not shown on the sheet, but definitely used, were the tricolori red and green panels on the lower

surfaces of each wing, which were applied outwards from the main struts on the top wing and from the floats on the lower. The Windsock Datafile shows that more interesting schemes are possible, such as a sawtooth edge to the white portion of the fuselage. A unique example had a dragon's head painted over the entire nose area, and another had bold black-and-white stripes over the whole fuselage.

The decal sheet is rather disappointing. It has an insufficient roundels, two types of rudder tricolori, neither of which is correct, and two sets of serial numbers, one of which is for a later variant. The green has a rather olive hue which does not look quite right. The diagram also shows the roundels in the wrong position — the upper roundels should be placed just inboard of the ailerons (Italian rules did not permit

any roundels to intrude control surfaces). The smaller lower roundels, had they been printed, would have been placed at the midpoint between floats and fuselage.

Conclusion

Casting, particularly of the wings and fuselage, is excellent, so it's a shame that some smaller parts were missing, that the colour diagram was not entirely correct and that the decal sheet was incomplete. Dimensionally, the kit is very nearly spot-on, being just slightly over on the height. The model has captured the distinctive look of this aircraft extremely well, and the finished result is very attractive and distinctive, particularly if one of the more colourful schemes were applied. Despite the problems mentioned, which are not insurmountable, this model can still be recommended for the more experienced modeller.

Chris Busbridge



Breda Ba.33 Serie 2 (Gipsy engine)

Technical Data

Scale: 1/72nd
 Kit No: DA72214
 Price: £21.10
 Panel Lines: Recessed
 Status: New Tooling
 Type: Resin & Vac-formed Clear Plastic
 Parts: Resin 14, Clear 2
 Decal Options: 1
 Manufacturer: Dujin
 UK Importer: Hannants



The Kit

Just as with the Ba.33 Serie 1 kit, the main resin parts are cleanly moulded with engraved panel lines and extremely fine trailing-edges. Unfortunately, the model shares the same sheet of smaller detail parts, which are poorly produced and caused some problems.

The instruction sheet has a small amount of French historical text and a list of references, as well as a rather crudely prepared set of plans to indicate the markings of one aircraft. No decals are provided.

The assembly sequence is identical to the Serie1 kit.

Colour Options

There is just the one scheme: all-black aircraft with white-striped tail surfaces and white canopy frame. Registration letters are in white outline. Dujin provide details for G-ABXK, which had the British identity letter 'G' in black with a white outline over the top of each striped tail surface. Clearly, with no decals supplied, it presents a very complex, if not impossible masking operation. White was sprayed over the whole airframe and allowed to dry thoroughly, then I was able to mask the stripes on the tail surfaces, as well as the white areas of the fuselage and undercarriage fairings fairly easily.



Masking the outlines for all the registration letters was beyond my capability, so I ended up with a model in a possible pre-delivery state, before any lettering was applied!

Conclusions

I am wondering just who would be willing or able to complete this model with its full set of markings, because as far as I could tell, no other scheme was used on this aircraft. Although it's

a more than half-decent model, it's let down by the poor quality of the smaller detail parts and the lack of a much-needed decal sheet.

(Any chance Aeroclub might add to their excellent generic lettering decal sheets outline letters, for those many 1930s lightplanes that used this style? Ed.)

Chris Busbridge



Fiat C.R.42 Falco

Technical Data

Scale: 1/72nd
 Kit No: 72049
 Price: £18.95
 Panel Lines: Recessed
 Status: New Tooling
 Type: Limited Run Injection Moulded Plastic & Resin
 Parts: Plastic 50 (Grey), Vac-formed Clear 2, Resin 11
 Decal Options: 4
 Manufacturer: Pavla Models
 UK Importer: Hannants

FIAT C. R. 42 Falco



The Kit

This kit comes in a rather flimsy end-opening box. The grey injection moulded parts are all found on one sprue, while the detail parts are cast in resin and bagged separately, together with the vacform canopy. The fabric effect on both the fuselage and wings is nicely rendered, although the wings do have rather thick trailing-edges.

Construction

The cockpit is a mixture of resin and injection parts. Being 1/72 scale, the detail is understandably simplified, although this does not matter too much as the small cockpit opening restricts the view.

The two resin cowl halves need to be aligned as accurately as possible



before applying any superglue. Having decided on modelling the A.S. version, its resin cast desert intake was fixed in place, which neatly hides the lower join line. The resin engine is designed to be attached to a rather thick backplate, which is then glued to the front of the fuselage. However, it soon became apparent that this was not going to work, as the engine would be out of position, preventing the cowl from mating with the fuselage. The backplate was therefore discarded, and some material removed from the back of the engine (and from the front of the fuselage) which solved the problem. Few real problems were encountered with the rest of the construction.

Colour Options

Three of the four options provided are in the standard three-colour mottled scheme, while the A.S. version features the so-called 'Lizard' scheme. The experimental C.N. version had

additional areas of black applied to the top of the cowl and the lower surface of the upper wing. The A.S.'s camouflage, which was also used on a few G.50s and the G.55 prototype, has a dark olive green base with large light hazel splotches. I thought I'd try the reverse mottled technique where the hazel colour is applied first. The mottles

were then masked off with Blu-Tack and the dark olive green sprayed over the top. Colours were from the Xtracolor enamel range, X104 for the Nocciola Chiaro, X109 for Verde Oliva Scuro and X134 for the Grigio Azzurro Chiaro.

The only problem with the decals was that both fuselage fascies were pointing in the same direction. The starboard side will end up facing the wrong way (they should always face towards the front).

Conclusion

Taking into account the restrictions of limited run kit production, this is a good quality product that builds into a very accurate model. When scaled-out to the dimensions on the instruction sheet it is very accurate indeed. The completed model perfectly captures the distinctive lines of this aircraft, and the kit gets a very high recommendation indeed.

Chris Busbridge





Sukhoi Su-24M

Technical Data

Scale: 1/72nd
Kit No.: 7267
Price: £10.99
Panel Lines: Recessed
Status: Reissue
Type: Injection Moulded Plastic
Parts: Plastic 175 (Grey), Clear 9
Decal Options: 2
Manufacturer: Zvezda
UK Importer: The Hobby Company Ltd



The Kit

This Russian-made kit features eight injection moulded grey and one transparent sprues. Detail is engraved with some raised mouldings and very little flash visible. There are a few sink marks, and the injection gates are quite large in places but cut through easily. The small moulded parts are very crisp and delicate looking, requiring very careful cutting from the sprues. A lot of Russian weapons will go into the spares box after you finish this kit.

I have not seen an instruction sheet like this for a while. It is one large sheet of paper printed both sides and folded into six A4-sized pages. The few written instructions are mainly in Russian. Model Master numbers are listed on the painting guide.

Construction

The cockpit comprises the tub, two seats, a moulded instrument panel and two control columns. There are only a few lugs to help line-up the fuselage halves, and on my model the fuselage behind the cockpit opening was bowed inwards a little. Getting the top and bottom fuselage halves joined and aligned correctly while simultaneously attaching the swing-wings without them falling out again was the hardest job, as there were only a couple of lugs near the air intakes. The rest of the assembly was



straightforward after that. The air intakes needed some work to get them to fit properly. The tail fin needed just a smear of filler to hide the gap where it joins the fuselage, and the cockpit transparencies were well moulded, nice and clear, and fitted well. Part E12, which is the glazed front to the belly-mounted laser target designator, was not even marked on the sprues, so it was fabricated from a piece of transparent sheet.

Colour Options

Two options: Blue 91, in Military Brown over Sand with Light Ghost Gray under surfaces, and Red 42 from the Lepetsk High School of Russian Air Forces in Light Ghost Gray overall with white leading-edges to the upper wings and fin and white undersurfaces.

The small semi-gloss decal sheet was well printed and clear, but lines were used in place of words on most of the small stencils. Sometimes the decals slid straight off the backing sheet almost as soon as it touched the water, and on others the backing sheet started to break-up and the decal did not want to come off. In one or two places the carrier film silvered, but not too badly.

Conclusion

Scaling-down full-size dimensions from several sources, the wingspan is spot-on, with the length being either correct, or 10mm or 20mm short, depending on which figures you use.

This kit is well within the capabilities of most modellers. A large model, being around a foot long without the nose probe, it is impressive when finished, and makes the Tornado look small!

Mike Kingsley



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Douglas VC-54C Skymaster 'Sacred Cow'

Technical Data

Scale: 1/144th
Kit No: 14497
Price: £14.99
Panel Lines: Recessed
Status: New Tooling
Type: Injection Moulded Plastic
Decal Options: 1
Manufacturer: Minicraft Models Inc.
UK Importer: Toyway



The kit

When I took the lid off the rather solid box I thought I'd entered a time-warp. It looked like an old Aurora kit. The engraved panel lines were on the deep side, but otherwise competently executed, and moulding and detailing looked crisp. There were no windows on the fuselage, these being taken care of by the decals. A lift is supplied to model the aircraft as fitted out for President Teddy Roosevelt.

The instructions reinforced the

feeling of déjà vu, consisting of a stapled booklet with heavy printing, and a virtually useless paint guide.

Construction

There is no cockpit, so you can move on and slap the fuselage halves together. All premonitions of an Aurora kit can now be dispensed with, as flash was non-existent and ejector pin marks cleverly hidden. The fit of fuselage parts was extraordinarily good. Clicking locating pins into locating holes caused parts to mate perfectly and trailing-edges were so thin they were practically translucent.

Strangely, for a kit of this quality, there is no blanking plate for the nosewheel bay. On the plus side, Minicraft have moulded the cockpit transparency integrally with a surrounding section of fuselage. Teddy's wheelchair lift is simplified, with an inaccurate interior. This assertion is based on a photo I found on the web purporting to be of the lift, now on display in a museum.

Colour Options

Only one: the Presidential *Sacred Cow*, an all polished aluminium scheme



with the odd bit of silver dope.

Decals were beautifully printed, and of good register and opacity. Except for the black de-icing boots, propeller tips and nose decal, they went on with little fuss.

Conclusion

I find this kit is a paradox. On the one hand it has been engineered by people who obviously understand the building of plastic kits. They appear to have invested money where it matters. I was, for instance, very impressed by the lack of ejector pin marks on the undercarriage, the extraordinary fit of the fuselage halves, the delicately

moulded propellers, and other aspects of the engineering. On the other hand, there were curious omissions and lack of detail, the featureless and see-through nosewheel bay being the most glaring, with Teddy's lift a close runner-up.

However, I enjoyed building this little kit, and admired the thoughtful engineering that obviously went into its design. As a bonus, the hard plastic makes the most wonderful stretched sprue! Beginners and experienced modellers will have fun with this kit.

Angus McDonald

Fiat G.50

Technical Data

Scale: 1/72nd
Kit No: 72021
Price: £7BC
Panel Lines: Recessed
Status: New Tooling
Type: Limited Run Injection Moulded Plastic, Resin & Etched Brass
Parts: Plastic 72 (Green), Vac-formed Clear 2, Resin 16, Etched 15
Decal Options: 4
Manufacturer: AML
UK Importer: Hannants



The Kit

AML appear to have completely retooled their G.50 kit, the sprues bearing no resemblance to the older model. With two types of fuselage and cowlings plus three rudders, it's important you select the right parts! The panel engraving is good quality, if a little soft. Some of the really small detail parts are cast in resin, which includes very nicely moulded aileron mass-balances and control column, seat and throttle. Other cockpit items, such as seatbelt harness and control levers, are found on a small etch set. The tiny canopy is provided as a pair and is vacformed.

Construction

All the major parts needed for the chosen version were identified from the parts breakdown sheet, removed from the sprues and cleaned up. The fuselage halves were glued together before offering up the cockpit through the gap below, the floor of which needed first to be shaped to fit. When the one-piece lower wing was lined up it was found that the front of the wheelwell moulding had to be trimmed back to get a good fit.

The cowlings are in three parts, a top and a lower half with a front section. Do not remove the top extension, as suggested on the instruction sheet, as this only applies to earlier versions of the G.50, such as the Serie 1.

Colour options

Four, two mottled Italian schemes and two in rather dour overall dark green for the Luftwaffe and Croatian Air Force. One of the Italian schemes is



for an early G.50 (not a bis) with a yellow cowl, so I chose the other one, a bis of the 355^a Sqd, 24^o Gruppo Aut., based at Tirana, Albania in 1941. The white fuselage band was sprayed first, masked and then using the colour matching chart on the instruction sheet, I sprayed Humbrol 63 as a base for the 116 and 180 mottles after applying Humbrol 140 to the lower surfaces. One trick I

discovered quite by accident was to spray a fine mist of the base colour over the mottles in order to blend them together and to tone it all down. The decals were nice and bright and in good register. Over a well-prepared surface, they worked fine.

Conclusions

Having bought the older AML G.50 kits and been somewhat disappointed, I was pleasantly surprised by the leap of quality that they have taken with this retooling. The kit is a very close scale match indeed to full-size dimensions. AML have captured the look of the aircraft very nicely and this can safely be considered as the best interpretation in 1/72 scale to appear on the market since Misterkit's resin kit.

Chris Busbridge



P-38 Lightning

Technical Data

Scale: 1/72nd Kit No: 2209
Price: £10.99 Panel Lines: Recessed
Status: New Tooling
Type: Injection Moulded Plastic
Decal Options: 2
Manufacturer: Academy Plastic Model Co., Ltd
UK Importer: Toyway



The Kit

This kit is a combination of the past individual P-38 kits that Academy/Minicraft made. The P-38J, Droopsnoot, P-38L Pathfinder and the F-5E can all be made from this release, and parts for a night fighter are also included on the sprues. The parts are well moulded in grey plastic and are free of flash. My personal hate is the 'rubber' tyres that are still present. A nostalgic touch was a tube of glue in the box. That took me back a few years!

The instructions are A5 fold-out giving history, parts location on sprues, decal placement and build instructions. Being generic, another sheet is included to cover the painting and decal placement for the other options.

Construction

The F-5E was my choice, and I started with the cockpit, which is fairly basic by today's standards, the instrument panel being a decal. When complete and painted it was given a light wash of burnt sienna and black oils, then dry-brushed. Before this assembly was fixed in place on bottom wing.

At this point I deviated slightly from the instructions and fitted top and bottom wings, which are each one piece. One thing to watch here is the rear panel mounting the radio as it needs assistance to match up at the rear. I found I had to push up from

below through the ladder access slot. (Don't forget to open these slots first as well as those for the ordnance.) The wing trailing-edge is a bad fit and could do with serious thinning down before gluing. The wheelwells are made up as separate inserts, which fit into the booms. These do not fit well and a fair amount of work is needed to make them acceptable.

I added the front and rear glazing and masked it up, after which the airframe was sprayed in a bare metal finish. I used Nissan Silver as I was out of Alclad. The messy bit was then masking individual panels and polishing up with SNJ powder.

After decalling I lined the panels with a 2B pencil and rubbed them in with a cotton wool bud to give a lightly worn appearance. Finally, light exhaust staining and fuel spillage were added with pastels and Mig powders.

Colour Options

There are four covered in the instructions (but parts for a fifth). The main subject on the box top is a P-38J, *Putt-Putt-Maru* flown by Col Charles H Macdonald, CO of the 475th Fighter Group in the Pacific. The others, a P-38 Droopsnoot, P-38L Pathfinder and an F-5E, have no unit information, which I found annoying. From my references I established that the Droopsnoot is from the 394th FS, 367th FG of the 9th Air Force in April 1945. My reference shows the name *Trailblazer* for this aircraft, shadowed in red, but the decal gives it in yellow. The Pathfinder is from 654th BS, 25th BG of the 8th Air Force, January 1945. Lastly the F-5E is from the 8th PRS, 6th PRG of the 5th Air Force in 1945.

Decals are well printed and in register. Those used were quite good but refused to settle well with Set and Sol on the bare metal finish. I ended up using PVA glue to pull some of them down.

Conclusion

This kit is a mixed bag, in that the end result can be very rewarding, but a fair bit of work is required to get there. The range of versions that can be made from this kit should add to the interest (and all the spare parts). Overall I liked the kit and as it is one of the best P-38 models around in this scale I would recommend it to any modeller with sufficient experience to overcome the fit problems.

Mick Condra



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SB2U-3 Vought Vindicator test shot build

Technical Data

Scale: 1/48th
Kit no: 480202
Price: £TBA
Panel Lines: Recessed and Raised
Status: New
Type: Injection Moulded Plastic
Parts: 120
Decal Options: 1
Manufacturer: Accurate Miniatures
UK Importer: Creative Models

The Kit

The Vought Vindicator was a revolutionary aeroplane when designed, being the first retractable gear, cantilever-wing, carrier-based monoplane. By the time it came into service three years later it was already obsolescent, such was the pace of aeronautical progress in the 1930s. This kit is of the SB2U-3 variant, which served with the US Marine Corps at the Battle of Midway.

Some extraordinarily fine detail has been incorporated. Many parts are very delicate and beautifully formed, so great care was required when removing some of them from the sprues. On my sample several delicate parts were already warped, no doubt a function of the rougher handling a test shot gets, which also accounted for the few missing parts.

Accurate Miniatures have faithfully reproduced the busy cockpit interiors, which build up on two frameworks and are then fitted into the fuselage halves. I found the rear cockpit assembly was just too tight a fit to seat properly in its locating holes, but a gentle ream-out with a 0.8mm drill bit eased it nicely.

Detail painting of the cockpit frameworks is best done with the parts still on the sprues. Vindicators generally had silver-painted interiors rather than the later green. I used a matt aluminium/white mix for the rear fuselage, to represent the inner surfaces

of silver-doped fabric covering. While my references included an excellent cutaway drawing which helped sort out the construction detail, I hadn't any information on pre-war USN controls colouring conventions, hence control levers, knobs and bottles were coloured by 'best guess'. The instrument panels are moulded in clear plastic, with lovely detail.

The cockpit interiors are impressively busy once complete, including flare stowage, charging bottles, navigation table and even what looks a boat hook stowed alongside the emergency dinghy. The only addition I

underside, and of course should be round in section. A little challenge if, like me, you don't spot this until after the main build is done. On the horizontal tail I got fussy and separated the elevators and repositioned them to droop.

Two tyre options are supplied, for flattened or round wheels. The inner wheel hubs have fine brake pipe detail. If the flattened tyre option is used, it's difficult to arrange both the hub detail and the tyre in the correct positions. I glued the hubs to the (fitted) oleo leg, then glued the wheels on, so that the tyre flat spots were in the right place.



made here was a small blanking plate at the lower front of the gunner's cockpit, to represent the rear face of a centre-fuselage fuel tank.

Accurate Miniatures really do engineer their kits well. I especially liked the fuselage underside, which avoided the usual awkward central seam. The wing fit was also impressive. One point for the superdetailers to watch is that the Vindicator had a window on the underside, presumably to aid target identification, and the front cockpit framework can be seen through it. This is moulded flat on its

Nice to see that the makers have simulated a slight flattening only — some of the 'bulged' wheels I've seen on other kits would immediately get a chiefly screaming to change the wheel or unload the aircraft.

Two canopies are supplied, one closed and one in sections to set open. A lot of pictures show Vindicators flying and parked with open canopies, so this is a thoughtful provision. A range of ordnance is provided, in addition to the main 1000lb bomb and very prominent crutch mechanism. The optional underwing fit includes

100lb bombs, practice bomb dispensers and drop tanks.

Colour Options

A printed sheet was provided with the test shot to show what the final decal sheet will look like. Only one main decal colour scheme is provided, though it looks as if it will be possible to model all the machines from the same squadron, which would be consistent with previous practice from Accurate Miniatures.

I couldn't find a good Humbrol equivalent of the Non-Specular Blue/Gray used on the Midway Vindicators. I wanted to show a slightly faded effect for machines exposed to Pacific sun, salt and sea air, so an old Humbrol Authentic series HF4 pale grey-blue provided a hue that pleased me. By 1942 the NS Blue/Gray upper colours were wrapped around to cover the undersides of the wing back to the wing fold, the rest of the undersurfaces being a pale grey. I didn't weather the finish at all, since the USMC have a tradition of keeping their kit neat and tidy.

Conclusion

The completed model is accurate in length and wingspan according to my sources. The model seems to sit slightly high on its undercarriage compared to some pictures I've seen, however the overall effect is of a stalky, angular '30s warplane. It looks right, but slow and vulnerable.

The care in design and the level of detail provided here is impressive. Get out your magnifying glasses and tweezers, and if you can find colour information on the interior and controls, you can get seriously sad with this kit.

John Bisset

Hawker Sea Hawk FB.3/Mk 50 with AIM-9B 'Hi Tech'

Technical Data

Scale: 1:72nd
Price: £14.40
Kit No: SH72080
Panel Lines: Recessed
Status: New Tooling
Type: Injection Moulded Plastic, Resin and Etched Brass
Parts: Injected 29 (Grey), Resin 28, Etched 48, Clear 1
Decal Options: 2
Manufacturer: Special Hobby
UK Importer: Hannants



The Kit

This is a mixed-media kit, which probably accounts for the 'Hi-Tech' label. The instructions are in eight-page A5 format in English and Czech, with a brief history, component layout and three sides of assembly diagrams. There are also two sides of colour scheme drawings.

Some years ago I built the Airfix Sea Hawk which can still be picked up second hand for about a fiver, so my first thoughts were, is this worth nearly three times the price?

Construction

Starting with the cockpit, this is a resin insert with resin seat and side panels and etched seatbelts and instrument panel. It looks very good

with a bit of dry brushing and fine detail painting. The main fuselage is split horizontally, and the tail section split vertically. These sections fit together fine, but care is needed when joining them as there are no locating tabs or pins. The nose then needs to be filled with lead to stop tail-sitting, but there isn't much free space, so I filled most of the nosewheel well. I also added some plasticard inside the fuselage to block-off the view through the air intakes. The gun troughs need to be cut out from the underside of the nose, some wire arials added to the fuselage spine, and the port wing needs a pitot head. The AIM-9B Sidewinder missiles are for the Dutch version only, and are probably better

replaced with spares, as the resin castings for these were curved on my sample. I didn't use the bombs, although they built up into some fine specimens, because I fitted the drop tanks for my Suez-era build. Also, to show off the cockpit to the full, I cut the canopy and fitted it in the open position. Leave the tailhook till last. I didn't and broke mine three times!

Colour Options

Two colour/decal options are given: FB.3 WM995* 138/Z of 802 Naval Air Squadron operating from HMS Albion during the Suez crisis in 1956, and Kon Marine (Dutch Navy) Mark 50 6-66 from the carrier Karel Doorman in 1959. I made the Fleet Air Arm version and painted the

Revell McDD Phantom FGR.2

Technical Data

Scale: 1/48
Kit No: 04588
Price: £22.99
Panel Lines: Recessed
Status: New to Revell, from Hasegawa moulds
Type: Injection Moulded Plastic
Parts: 160
Decal Options: 3
Manufacturer: Revell GmbH



The Kit

Packed in Revell's current standard end-opening box, this kit is a pleasure to build and finish. So it should be — it was originally issued by Hasegawa in the early 1990s as either the FG.1 or FGR.2 version.

The instructions are comprehensive, and generally accurate. Once I got the hang of the artist's thinking and slightly strange symbols, they worked well. The painting and decal drawings are especially good. Although the kit dates from 15 years ago, the moulds are in good condition, with very little flash

Construction

Building the kit showed that overall the fit was as good as I'd hoped. A little trimming was needed to get the cockpit assembly to nest properly into the fuselage and allow the seams to close correctly. Even though I did several dry-fit runs I suspect the error was mine. My chief headache was the wings. Again I suspect the error was mine. Try as I might I couldn't get everything to match up properly at once. In the end I resorted to cementing the wings in stages, holding things together with clamps. Since I later needed a small amount of filler to ensure a good fuselage-to-mid-wing joint, I

think I was being too enthusiastic about getting wing surfaces to join at the root over the undercarriage/reinforcing bulges.

Other than those self-induced hiccups, building went well and enjoyably. I removed the arrestor hook, which rather oddly is moulded pre-attached to the fuselage halves, and rebuilt it before replacing. Another slightly odd feature is the separately moulded ailerons. Why these and not the inboard flaps, which are moulded, strangely split, between top and bottom wing sections, I wonder? I know the ailerons drooped, but always with the flaps surely?

Colour Options

Three decal options are provided, for aircraft from Nos 2, 56 and 92 Squadrons. The decals are comprehensive in the provision of stencilling, and beautifully done. It was hard to decide which scheme to pick. As a keen member of the 'what if?' club, I even debated doing a 112 Sqn pale green fin and black cat emblem variant. It looked good on the Vampire and would really have enhanced an all-grey RAFG Phantom. Eventually old memories of seeing a fully booted-and-spurred No 2 Squadron machine appearing in a ball of condensation down a very wet runway got the better of me. So a camouflaged RAFG version it became.

I then realised I had a complete set of RAF Phantom decal options in store, from the days when Maintrack Models experimented with 'Clearfix' decals. They looked terrific, but had never been used. These have a tacky surface to the decal film, with two backing papers. One is removed to expose the tacky surface and position the decal, and once finally positioned, wetting the top paper removes that film, leaving the decal in place. This seemed the perfect opportunity to try these, especially for the mass of stencils. While the Clearfix



decals aren't quite as clear as Revell's, the final effect is excellent. With so many small stencils on the aircraft, I elected to apply them before adding any delicate items like undercarriage, stabilizers, ejection seats and canopies. It was also worthwhile leaving off the intake splitter plates, since two stencils run part way behind these.

One minor correction here. The instruction sheet shows the 2 Sqn machine complete with fin-top RWR, but this was a retrofit which started across the fleet during late 1975 or early '76. Since No 2 Sqn stood down on Phantoms in mid '76, I doubt this fitting. I haven't found any photos showing 2 Sqn aircraft with RWR, however more expert Phantom phreaks may like to comment?

Of course, if fitting the original style fin top, the side ailerons provided are not required.

Because I'd chosen camouflage and the old-style fin arrangement I decided to go fully low visibility, using the red-and-black 2 Sqn markings from 1974. This also covers me in case RWR did get to No 2. The only aircraft I could find with the black-and-red markings was 'T', as in the kit scheme. Unfortunately it had a different serial, XT906. The Maintrack decals worked well, and the 'reveal' point

when all the carrier film was washed off was a high point. Their surface is slightly rougher than normal decals, and probably the carrier film is more obvious than on the best of current sheets, but the variety of finish options and quality pleased me. Best of all, I've still got a whole kit decal sheet to use later.

Conclusion

This is a nicely moulded and accurate kit. It makes up into an excellent representation of the Phantom. It conveys the look, feel and brooding presence of the original, so much so that I found myself regretting I hadn't built-in any weights. It doesn't need them for balance of course, but the mighty Phantom should feel heavy!

If you like Phantoms, be warned, this could be addictive. My next one will have more detail on the ejection seats, and at least one example is going to have some surgery to get the slats and flaps deployed, ideally using the crew members supplied to add interest. If you have any interest in Phantoms, get at least one of these. With Hasegawa promising to reissue their FG.1 version and others later this year, we could have a bumper 'Toom' year.

John Bisset

model with Tamiya acrylics. The Warpaint book has a photograph of this aircraft, complete with a flak-damaged drop tank that is included in the kit as a resin part. The decals went on easily, adhered well to the surface and left no silvering when dry. The blue of the roundels was not quite dark enough to my eye and they were slightly thin, so that the fuselage Suez stripes showed through

**Although this is the aircraft intended by Special Hobby, the kit decals actually read 'WN995', which was an unallocated serial number among a batch of Armstrong Whitworth-built Hunter F.5s. Ed.*

Conclusions

Is it three times better than the old Airfix model? Probably. The finished model scales-out full-size to 39'11" by 39' — just one inch too long and



exactly to scale on wingspan. It looks different in shape to the Airfix example, so I did some comparisons and checked against the plans in the Warpaint No.29 for the Sea Hawk. Against those drawings the Special Hobby kit's wings and tailplanes are much better than those of the Airfix mouldings, the blend of the wing into the upper fuselage is improved and the fuselage appears thinner (the Airfix fuselage is about 1mm over-thick against the plans). This one really does look much closer to the original.

The shape is better and cockpit detail much improved. If you want a Sea Hawk in 1/72nd scale, I recommend this kit.

Paul Gilson

Phönix C.1 Early & Late versions

Technical Data

Scale: 1/72nd
Kit No: A115
Price: £18.30
Panel Lines: Recessed
Status: Revised Tooling
Type: Resin
Parts: Resin 62
Also Contains: Clear Acetate Sheet
Decal Options: 2
Manufacturer: Choroszy
UK Importer: Contact Aeroclub for further details



The Kit

Both kits come in a sturdy top-opening box containing exactly the same contents. On opening each box you are greeted with a myriad of well-packed pieces, each on individual blocks, and of the type of quality that makes you want to reach for the paint pot and glue instantly. The only difference between the early and late Phönixes were the upper and lower wings, however both kits contain wing pieces representing the early wing shape so if you are building the later version you will need to be prepared to reshape.

The instructions contain a brief history of the type and four hand-drawn constructional stages. Also included are scale plans and painting diagrams that are, bar the artwork on the box, the only difference between the two kits. The constructional stages are in my opinion the Achilles' heel of these kits, and at first glance they appear incomplete, vague and fail to show some areas of construction.

Construction

As these two kits are virtually the same I decided to build only one of them for

this review. I chose the later version as it requires modification to the wings.

In both my kits the rudder pedals and steering wheel were missing. The other cockpit parts all fitted together well with the exception of the block that the bucket seat sits on (is it the fuel tank?) which needed to be resized in order to fit. I scratchbuilt rudder pedals and found a suitable steering column in my spares box. The completed cockpit assembly fitted well inside the highly-detailed fuselage, but before I could fit the two halves together work needed to be done on the engine.

It is essential to consult the plans carefully when constructing this as the kit provides two sets of exhausts and it

After fitting the fuselage halves together I added the tailplane and rudder before turning my attention to the lower wings.

As already mentioned the later version of the Phönix had different shaped wings to the earlier version and I therefore set about reshaping the wings using the plans provided. The lower wings were then attached to the fuselage.

My review sample of the later version only contained two of the four cabane struts, which were very thin and looked breakable so I decided to replace them with plastic rod. The provided struts were too long and needed to be cut down, which takes a bit of trial and error as the plans do



is not immediately apparent which one to use. To further confuse the situation the colour profile on the cover of the box appears to show a different exhaust arrangement to the plans. Examination of some period plans I found in *Jane's Fighting Aircraft of WWI* seemed to confirm that the plans provided with the kit were correct. Once constructed and painted the Hiero six-cylinder engine does look the part, but unfortunately the lower half had to be somewhat mutilated in order to provide a good fit inside the fuselage.

not adequately show their lengths. The interplane struts appeared to be the correct size. Before the upper wing was attached I fitted the windscreen to the fuselage and pre-drilled holes for rigging.

The undercarriage is a curious construction in which the axle is supplied separately from the axle mounting. However, there are no provisions for the inclusion of the axle so I was forced to remove some surface detail on the mounting in order to fit it. The undercarriage struts do not quite conform to the supplied plans

but I decided they were close enough.

The completed model has a length and wingspan that correlates accurately with dimensions found on period plans taken from *Jane's Fighting Aircraft of World WWI*. More importantly, Choroszy have accurately captured the wonderfully Gothic appearance of this striking Austro-Hungarian aircraft.

Colour Options

Each kit supplies information for just one colour scheme. The early Phönix is No 121.17, which is green with a mottled effect of dark green and tan speckles; the late version is No 121.72, which has green-and-greyish-yellow camouflage patches. No dates are given but I would guess that the late version would have served in the war as it sports Iron crosses on the wings and fuselage (post-war C.1s would have had their Iron crosses painted over). Internet references suggest Methuen colours 4C6 and 28F6 for the camouflage, but I used Tamiya's flat green and dark yellow, as these adequately matched the colours on the box artwork.

The decal sheet is exactly the same for both kits and as well as containing the two options above also offers Swedish markings, so there are plenty of spares for the decal library.

Conclusion

This little kit lived up to my rather high expectations. It's easy to see why Choroszy Modelbud kits are so highly regarded. The quality of the instruction sheet was a bit of a disappointment and good reference material will be essential if you want to avoid making educated guesses.

It is not a kit for the faint-hearted and as such is not particularly suitable for beginners, but in the hands of a more experienced modeller than myself it certainly has the potential turn a few heads.

Dave Hooper

Westland Wyvern S.4

Technical Data

Scale: 1/72 Kit No: 006.3000
Origin: Trumpeter Price: £TBA
Panel Lines: Recessed
Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 127, Clear 9
Decal Options: 3
Manufacturer: Mono-Chrome
UK Importer: Freight Dog Productions



The Kit

Looks like it's happy hour for Wyvern fans. This long overdue kit is exquisite in every respect. The big tray box is packed with finely engraved parts, and a nice sharp transparency. Stores fit is comprehensive, and there is even a set of RATO gear.

Instructions are clear and concise throughout, although in the case of the Mono-Chrome boxing most of the information is in Japanese.

Construction

Effortless. My only gripes with this kit are the wingfold option – which



Revell 1/48th Sopwith Camel

Technical Data

Scale: 1/48th
Kit No: 04580
Price: £6.99
Origin: Aurora (USA)
Panel Lines: Raised
Status: Reissue
Type: Injection Moulded Plastic
Decal Options: 2
Manufacturer: Revell AG
UK Importer: Revell AG (UK Branch)



The Kit

Like the Spitfire, the Camel is arguably the most famous aircraft of its era, but has been relatively ignored by the major kit manufacturers over the years, especially in 1/48 scale. This Revell offering is basically a Monogram revision of the classic Aurora kit.

For its age the kit looks pretty good. Flash is not excessive and many of the parts have a sharp and crisp appearance that would put some new toolings to shame, although there are quite a few injection marks to contend with, especially on the wings. Detail on the wings and fuselage is well pronounced which is a common problem with older WWI kits, stemming from a misconception that doped fabric sagged

around wooden frames. Also included are a rather good pilot figure and some black cotton thread for the rigging.

The instructions include a brief history of the type and the usual series of constructional stages that are clear and concise, including detail painting information, and a rigging guide. The painting instructions are clear and describe colours by name as well as quoting Revell paint numbers.

Construction

Building commences with the cockpit which, as expected from a kit of this age, is sparse and inaccurate. I opted to add minimal sidewall detail and use the pilot figure to bulk-out the cockpit area.

Dry-fitting the wing assembly revealed that the cabane struts were too long, apparently due to the incorrect incidence angle of the lower wing. After agonising over this I decided to throw caution to the wind and perform major surgery to the wings to correct the problem, but I still needed to reduce the length of the front cabane struts by about one millimetre to achieve a perfect fit.

The interplane struts are moulded in sets of pairs which are joined together by two blocks that fit into the lower and upper wings. This makes this a great model for beginners, but the downside of this arrangement is that it is difficult to fill gaps or sand the excess from the upper blocks once the top wing is in place. The struts were also too thick and



rounded for my liking and had smaller angled struts in each corner which I can only assume were modelled on a reproduction Camel with strut reinforcements. Once I'd flattened the struts, removed the 'reinforcements' and pre-drilled holes for rigging, I was finally ready to bite the bullet and fit the upper wing. Phew!

For the rigging I chose to use my favourite smoke-coloured invisible mending thread in preference to the rather heavy looking cotton supplied. The undercarriage struts are too thick but basically the correct shape, and fitted into the underside of the fuselage at the correct angle with ease. I decided to ignore the fact that the propeller did not conform to any plans that I could rustle up and added it and the wheels to complete the construction.

Colour Options

Two provided: D6402 flown by Capt H W Woollet of No 43 Squadron, RFC, in which he scored many of his 35 victories; and B3883 Maude II flown by Flt Sub-Lt H F Stackard, No 9 Naval Air Squadron, RNAS in which he scored three of his 15 victories. Both machines have a standard PC10 and clear-doped fabric finish, with a bare metal cowl and plywood cockpit.

As is the norm with Revell's more recent offerings the decals are very well printed. The carrier film is a bit on the

thick side but does settle down well with the aid of generous helpings of Micro Set. I'm not quite sure about the shade of blue employed, but as WWI colours are often subjective anyway this is probably more a question of personal preference than historical accuracy.

Conclusions

This little kit was lots of fun to build and I was very pleased with the end result. There is plenty to pick fault with, but as a cheap and cheerful representation it's not that bad and doesn't look out of place sat next to my other WWI 1/48 scale models.

Surprisingly it doesn't sit too badly on top of my Windsock Datafile plans, although the tailplane is too large and the wings are very slightly too long. The main area of concern though is the incorrect angle of the lower wing which makes it impossible to build straight from the box without some alterations, and this model may therefore not be completely suitable for the absolute beginner.

When you take into consideration that the basis of this kit is nearly 50 years old and was produced for a less demanding customer, it has aged pretty well. I wonder what will be said about Eduard's version of the Camel in 50 years time?

Dave Hooper



makes for an iffy seam if you want the wings open, the separate formation lights on the wingtips, which are a nuisance in 1/72 scale, and the exhausts, which required boring-out. This was a tedious job on the FROG kit, and one which I was surprised to find myself doing again considering the fine engineering involved in the rest of the kit.

Colour Options

The usual culprits: an 830 Sqn machine with Suez stripes, 813's contraption embellished with Dennis the Menace, and the 831 aircraft featuring Flook. I opted for Dennis and revelled in the quality of the decals, which went on without a



hitch. The Mono-Chrome kit has Suez stripes on the decal sheet, while the Trumpeter version has a separate full-colour painting and markings guide.

Conclusion

Mono-Chrome's boxing is available exclusively from Freight Dog Productions in the UK. The Trumpeter issue is now readily

available in UK shops priced £12.95. Both are the same kit, even sharing the same box top illustration. I don't know why the Wyvern has merited such lavish treatment, when so many other more popular types continue to be neglected. Neither do I care. This is one of the most complete and satisfying kits I have built in a long time. My only complaint is that it may be a little too over-engineered. I would gladly have exchanged the wingtip lights, flaps, airbrakes etc. for a simple wing that required less work and time to put together.

Gary Hatcher

Technical Data

Scale: 1/72nd
Kit No: 72 0022
Price: £10.35
Panel Lines: Recessed
Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 41 (Green), Resin 27,
Etched 30, Clear 2
Decal Options: 4
Manufacturer: AML
UK Importer: Hannants



The kit

The contents of this model are essentially the same as AML G.50bis model. It uses exactly the same tooling, but with the two-seater vacform canopy, new decals and instruction sheet.

Construction

Although reasonably well detailed, the very open two seater cockpit still manages to look rather spacious, although the canopy framing will hide this to some extent. There are 2 upper decks to add to the main fuselage. The rear piece fits nicely, but the front section does not. It needed to be test fitted & trimmed a few times to get a snug fit. The one other deviation this time around was to utilise the separately moulded ailerons and flaps. The rest of the build is identical to the bis.

Colour Options

There are three schemes to choose from, these being the prototype, a trainer with white bands on each wing and a Luftwaffe version with a scheme of overall dark green/grey. I used Humbrol colours throughout, with 63 used as a base and 149 and 118 mottles. Lower surfaces were 140. The minimal decals bedded down nicely on the varnished surfaces.



Conclusion

Armed with the knowledge that AML's bis model is perhaps the best 1/72 injection G.50 out there, this kit is almost as good. The only problem with this one was getting the canopy to blend into the fuselage contours

nicely. Apart from that, this can be recommended to all G.50 enthusiasts.

Chris Busbridge

Technical Data

Scale: 1/72nd
Kit No.: 72085
Price: £9.60
Panel Lines: Recessed
Status: Reissue
Type: Injection Moulded Plastic, Resin, Etched Brass & Vac-Formed Plastic (Clear)
Parts: Plastic 23 (Grey), Resin 19, Etched 13, Vacformed Plastic 5
Also Includes: Printed Acetate Film
Decal Options: 4
Manufacturer: Special Hobby
UK Importer: Hannants



The Kit

The kit comes in 23 grey plastic, 19 resin, 13 etched and five vacformed parts. There's a small sheet for the tiny vacformed windshield, two being provided just in case you make a mistake, and small squares for the windows either side of the cockpit. Also included is a small piece of film for the instruments, while the etched sheet covers the instrument panel, seatbelts and tiny firing/priming handles for the guns whose breeches can be seen either side of the panel and on the floor.

Construction

The first thing I suggest is to dry-fit everything before you commit to gluing. I needed to shave some resin



from the floor and instrument panel to make them fit. Trying to install the rest of the cockpit I came across a problem concerning the location of the floor. If you follow the instructions, the seat will cover the headrest, so the thing to do is to remove the locating tabs on both sides of the fuselage then tape both sides together and slide the cockpit through the opening for the lower wing. Once you're happy that the top of the seat is just under the headrest and everything is straight, glue one side of the floor with cyano, wait until dry and glue the fuselage together.

The main gull-wing is in one piece, and here I found another problem. The wing fits on top of the fuselage and is quite a good fit at the roots. The front of the wing, though, is another matter. The wing should blend in with the top of the fuselage in a smooth curve, so I took pains to rectify this until, happy with the result, I turned my attention to the main struts.

These fit quiet well, although they

are canted inwards. Just make sure you follow the instructions and there should be no problems.

The undercarriage features three options, faired, unfaired or a set of skis cast in resin. The completed assemblies butt-join to each side of the fuselage, and there are markings in the plastic to show where they go.

Colour Options

The sheet has four options to choose, these being the personal mount of I U Pavlov, two for the Red Army Air Force in 1936 and 1937, and a prototype TskB-3 which is painted all red and has skis fitted. The Air Force ones are finished in green topsides with light blue undersides and black cowlings.

The decals are well printed and in register but, being thin, have a tendency to curl up. If you're careful and use plenty of water on the model you will be rewarded with some really excellent results.

I opted for the first choice, which is painted in silver dope with aluminum

forward fuselage. This fetching scheme appeared on an aircraft used in flying displays at the time.

I took the opportunity to try the new Mr. Metal colors, which I obtained from Model Construction Design. I hand-painted these instead of using my trusty airbrush, and was pleasantly surprised how well they went on. They dry in no time and are buffable. I used aluminum for the fuselage/wings and chrome silver for the engine cowling and forward area.

Conclusion

I've got two confessions to make: first I lost the telescopic sight to the carpet monster so I had to fashion my own out of sprue; and it's the first Special Hobby model I've built (but I don't think it will be the last). I have no hesitation in recommending this model to anyone who has tried a short-run kit before.

Tom Murphy



Apology

Apologies to Angus McDonald for the administrative error in our last issue which saw his review of the Zvezda MiG-21 PFM incorrectly credited to Tim Large. Every effort will be made to ensure that this kind of mix-up will not happen again, until next time.

Deputy Editor

Decals & Accessories

Prices: Please note that all foreign prices quoted within this section are those supplied by the manufacturer and therefore will be subject to conversion, shipping and import tax within the UK.

Aeromaster

1/48 Scale

AMD 48-719 Late Doras Pt. 1

This sheet supplies individual markings for three Fw 190D-9s and enough stencils for one aircraft. It always amazes me that 60 years on we are still discovering new schemes for Luftwaffe aircraft. The third option is one of the rare examples of a Dora fitted with the enlarged Ta 152 tail unit.

•1. Fw 109D-9 <+>, Stab JG/6, Major G Barkhorn. This aircraft is painted RLM75/83/76 with a light mottle of RLM75/83 and has heavy exhaust staining.

•2. Fw 190D-9 <+>, Stab JG 54, Oberst Michalski. Also RLM72/83/76 but with a mottle of a light colour (RLM82?) across the cowl and nose area, and white/black/white Defence of the Reich tail band.

•3. Fw 190D-9 Yellow 6, III/KG(J). Top surfaces in RLM82/83 and the fuselage sides in a sky colour. The undersurfaces are natural metal with RLM76 ailerons, and green-and-white check Defence of the Reich tail band.

Price: £6.75.

AMD 48-720 Late Doras Pt. 2

This set of Doras includes the very rare D-13 variant. Enough stencilling is supplied to complete one aircraft.

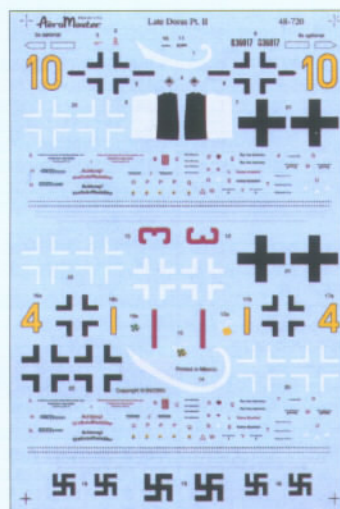
•1. Fw 190D-13 Yellow 10, Stab JG 26, Maj Franz Gotz. RLM75/76/82/83 with natural metal undersurfaces. This often-illustrated aircraft features a large amount of overpainting of the original camouflage, and a black-and-white tail band. Its exact finish is controversial.

•2. Fw 190D-9 Red 3, II/JG 6.

RLM75/76/81/82 with a sky rear fuselage and yellow lower cowl.

•3. Fw 190D-9 Yellow 4+1, III/JG 54, Werner Merz. RLM76/75/82.

Price: £6.75.



AMD 48-720 Late Doras Pt. 2

AMD 48-731 Valiant Vigis Pt. 1

The first in a series designed for the new Trumpeter kit of the RA-5C Vigilante, as featured in June's Scale Aviation Modeller International. Each of the following sheets provides two marking options and enough stencils and national insignia for one airframe. All aircraft are finished in the standard USN scheme of Light Gull Gray over white.

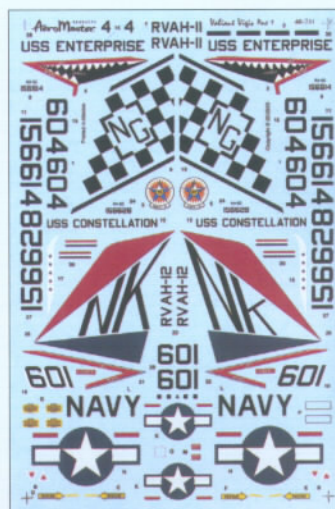
•1. RA-5C BuNo156614 NG/604, RVAH-11, USS *Constellation*, 1972. This aircraft has a white and black checkerboard fin and sharks' mouths on the intakes.

•2. RA-5C BuNo156638 NK/601 RVAH-12, USS *Enterprise*, 1975. This aircraft has a red radome and a red, white and blue tail flash.

Price: £6.50.

AMD 48-732 Valiant Vigis Part 2

•1. RA-5C BuNo156608 NK/601, RVAH-13, USS *Enterprise*, 1972. A very attractive scheme with orange trim and the letters NK on the fin in Oriental-



AMD 48-731 Valiant Vigis Pt. 1

style script.

•2. RA-5C BuNo148925 AG/604, RVAH-14, USS *Independence*, 1973. This aircraft features light blue tail trim and a black eagle's head on the nose.

Price: £6.50.

1/32 Scale

AMD 32-020 Mustangs Forever Pt. 1

The first in a new series of 'fancy' P-51 Mustangs designed to fit the old Hasegawa kit which Aeromaster suggest you upgrade with their Grand Phoenix P-51 resin and brass cockpit set. Enough stencilling and national insignia are supplied for one option. The second option features laser printed nose art for far superior quality, which will be really noticeable on your completed model.

•1. P-51D 44-14532/B6-O *Ol Flak Joe*, Lt Bill Fricker. This aircraft is in Olive Drab over Neutral Gray with white stripes on wing and tail surfaces. The squadron trim is red and yellow, as is the nose art.

•2. P-51D 44-63775/B6-W *The Tender Terror*, Lt Ralph Mann. This and the



AMD 48-732 Valiant Vigis Pt. 2

third option are in natural metal finish with painted silver wings and black anti-glare panels. This aircraft also features red-and-yellow trim and a reclining female figure on the port side.

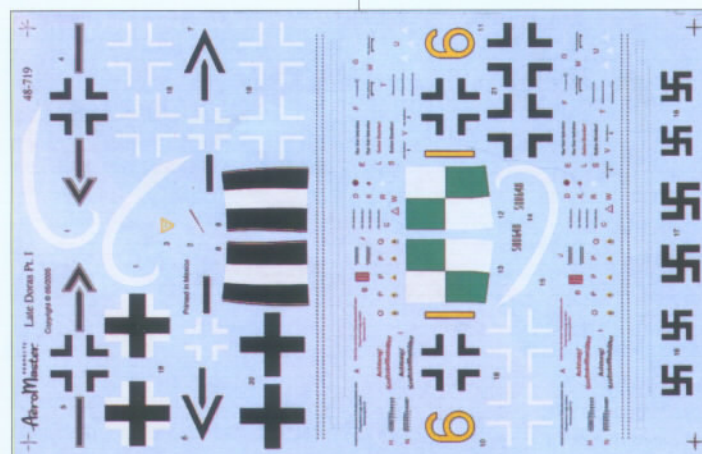
•3. P-51D, 44-73284/OS-1 *Ole VIII*, Maj Billy Hovde, CO 357FS, 355FG. A very colourful aircraft having both blue-and-yellow trim, red-and-yellow tail band and anti-glare panel outlined in yellow. There is also a very impressive kill tally on the canopy frame.

Price: £8.95.

Conclusion

Another interesting selection of decals covering both brand-new and older kits. The large scale P-51 sheet with the laser-printed nose art is particularly impressive, as this feature from other suppliers usually carries a large price premium, yet Aeromaster have kept the price at a very reasonable level.

Thanks to Aeromaster for supplying the review samples.



AMD 48-719 Late Doras Pt. 1



AMD 32-020 Mustangs Forever Pt. 1

Plastic Model Club Montex Masks

For those unfamiliar with these masks they take three forms: Mini Mask sets supply black vinyl masks for canopies and wheels; the larger Maxi Masks comprise the black vinyl items, plus Frisk film-type material for national markings and a selection of serial numbers; Super Mask sets combine the contents of the Maxi sets with full colour instructions for a number of specific aircraft similar to those supplied with a decal sheet.

Mini Masks 1/72 Scale

Messerschmitt Bf 109G-6

Product: SM 72048 Type: Mask
Designed for: Academy Price: £TBA

Messerschmitt Bf 109G-10

Product: SM 72049 Type: Mask
Designed for: Academy Price: £TBA

Dornier Do 35

Product: SM 72050 Type: Mask
Designed for: Revell/Dragon Price: £TBA

NA F-86E Sabre

Product: SM 72051 Type: Mask
Designed for: Academy Price: £TBA

Northrop F-89 Scorpion

Product: SM 72052 Type: Mask
Designed for: Academy Price: £TBA

1/48 scale

NA F-86F Sabre

Product: SM 48101 Type: Mask
Designed for: Hasegawa Price: £TBA

BAC Lightning

Product: SM 48102 Type: Mask
Designed for: Airfix Price: £TBA

MiG-21MF

Product: SM 48103 Type: Mask
Designed for: Academy Price: £TBA

NA F-86D Sabre

Product: SM 48104 Type: Mask
Designed for: Revell Price: £TBA

Grumman A-6 Intruder

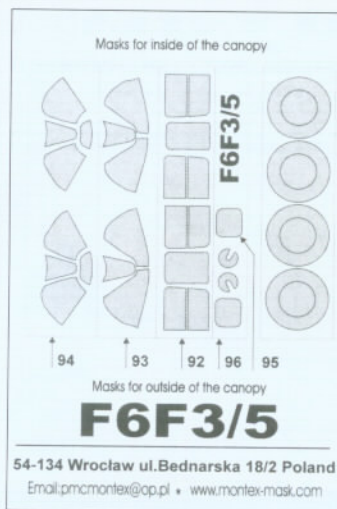
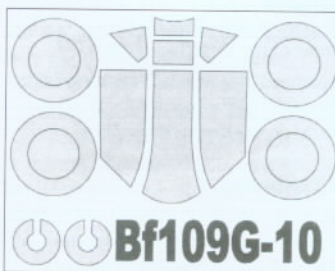
Product: SM 13270 Type: Mask
Designed for: Revell/Monogram Price: £TBA

Messerschmitt Me 262A

Product: SM 48106 Type: Mask
Designed for: Dragon Price: £TBA

Lockheed S-3A/B Viking

Product: SM 13271 Type: Mask
Designed for: Italeri/Esca Price: £TBA



1/32 Scale

Grumman F6F-3/5 Hellcat

Product: SM 32032 Type: Mask
Designed for: Hasegawa Price: £TBA

Maxi Masks

1/48 Scale

Republic P-47D Thunderbolt

Product: MM 48096 Type: Mask
Designed for: Hasegawa Price: £TBA

Mitsubishi J2M6 Raiden

Product: MM 48097 Type: Mask
Designed for: Hasegawa Price: £TBA

Seafire FR.46/47

Product: MM 48098 Type: Mask
Designed for: Airfix Price: £TBA

Spitfire Mk IX

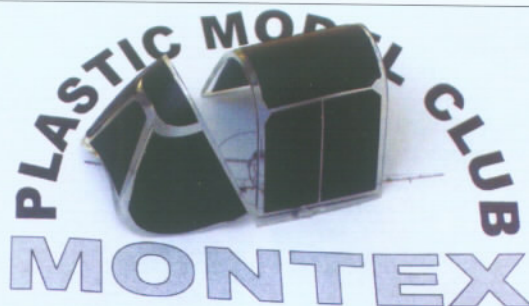
Product: MM 48099 Type: Mask
Designed for: ICM Price: £TBA

Super Masks

Scale 1/48

Grumman F6F-3 Hellcat

Product: K 48018 Type: Mask
Designed for: Hasegawa Price: £TBA



Nakajima Ki-84 Hayate

Product: K 48019 Type: Mask
Designed for: Hasegawa Price: £TBA

Nakajima Ki-84 Hayate

Product: K 48021 Type: Mask
Designed for: Hasegawa Price: £TBA

Scale 1/32

Grumman F6F-5 Hellcat

Product: K 32030 Type: Mask
Designed for: Hasegawa Price: £TBA

Heinkel He 162A-2

Product: K 32031 Type: Mask
Designed for: Revell Price: £TBA

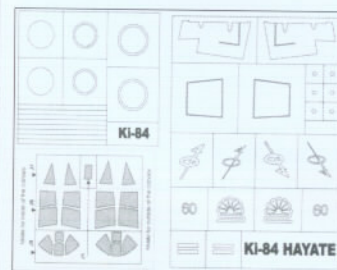
This set includes a decal for the wolf's head nose badge.

Heinkel He 162A-2

Product: K 32032 Type: Mask
Designed for: Revell Price: £TBA
This set includes a decal for the I./JG1 nose badge.

Conclusion

Test-fitting to a couple of kits in my



collection showed that the masks are perfectly shaped for the recommended models and easy to apply. The only tool required is a set of pointed tweezers to remove the mask from its backing paper. Unfortunately we still have no details of a UK importer for this expanding range, and can only suggest visiting Montex's website at www.montex-masks.com.

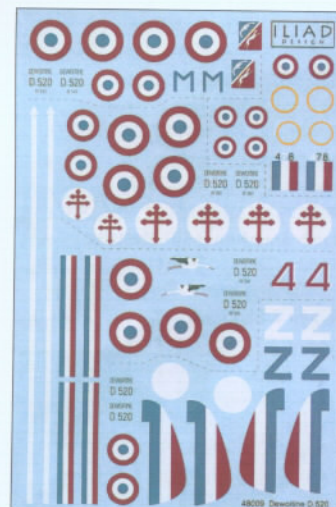
Thanks to Montex for the review samples.

Iliad Design

1/48 Scale

This latest subject from the Canadian company supplies markings for Tamiya's Dewoitine D.520, a nice little kit that is rarely seen built up. Hopefully this decal sheet might change that with its interesting selection of colour schemes. The instructions are double-sided with colour side-views and black-and-white plan-views. Three of the options have the standard D.520 scheme of Gris Bleu Foncé, Kaki and Terre de Sienne over Gris Bleu Clair undersurfaces. Sufficient rudder stripes are supplied for two examples in the standard scheme.

- 1. No 343, GC11/3, Syria, July 1941. Standard scheme with yellow tail and spinner.
- 2. No 394, GC1/2, Morocco 1942. Standard scheme with the tail and nose carrying red-and-yellow-striped Vichy markings, and red, white and blue wing stripes.
- 3. No 302, Free French Air Force, Syria. Overall Gris Bleu Clair with French Air Force insignia and Cross of Lorraine in six positions
- 4. Blue Z. Standard scheme with a white spear along the fuselage. This aircraft was retained by the SNCAM facility for factory defence.
- 5. No 478. Flown by Lt Col Yves



Ezanno, commandant at Meknes, 1947. White overall with an uneven black zebra stripe finish and some panels in natural metal.
Price: £8.25

Conclusion

A really nice sheet, the choice of markings well illustrates the service life of the D.520. The instructions are clear and supply templates for masking the fin flash on the zebra-striped example. Thanks to Iliad Design for the review sample.

Eduard Masks

Earlier this year we received the first masks from Eduard produced in the yellow kabuki tape. This material has many benefits over their previous vinyl masks, the most important being its ability to cope easily with compound curves. This month we have received over 50 new masks including some for military subjects, which will be reviewed in our sister journal *Scale Models International*. Unlike previous releases this batch covers more subjects that have been previously produced in the older style vinyl masks, with a few for newly released kits.

1/72 Scale

Sikorsky CH-53 Sea Stallion

Product: CX 002 Type: Mask
Designed for: Italeri Price: £TBA

Boeing B-17F Flying Fortress

Product: CX 012 Type: Mask
Designed for: Hasegawa Price: £TBA

North American B-25J Mitchell

Product: CX 016 Type: Mask
Designed for: Hasegawa Price: £TBA

Boeing B-29 Superfortress

Product: CX 018 Type: Mask
Designed for: Academy Price: £TBA

Messerschmitt Bf 109G

Product: CX 022 Type: Mask
Designed for: Hasegawa Price: £TBA

MiG-21F-13 Fishbed C

Product: CX 034 Type: Mask
Designed for: Revell Price: £TBA

Messerschmitt Bf 109F-4

Product: CX 035 Type: Mask
Designed for: Fine Molds Price: £TBA

Messerschmitt Bf 109F-2

Product: CX 036 Type: Mask
Designed for: Fine Molds Price: £TBA

Piasecki H-21 'Flying Banana'

Product: CX 039 Type: Mask
Designed for: Italeri/Revell Price: £TBA

D.H. Mosquito Bomber

Product: CX 040 Type: Mask
Designed for: Hasegawa Price: £TBA

North American P-51D Mustang

Product: CX 041 Type: Mask
Designed for: Tamiya Price: £TBA

Vought F-8E Crusader

Product: CX 043 Type: Mask
Designed for: Academy Price: £TBA

Focke-Wulf Fw 190D

Product: CX 045 Type: Mask
Designed for: Tamiya Price: £TBA

Grumman/GM TBF/TBM Avenger

Product: CX 046 Type: Mask
Designed for: Hasegawa Price: £TBA

Republic P-47D-25 Thunderbolt

Product: CX 047 Type: Mask
Designed for: Tamiya Price: £TBA

Republic P-47D-20 Thunderbolt

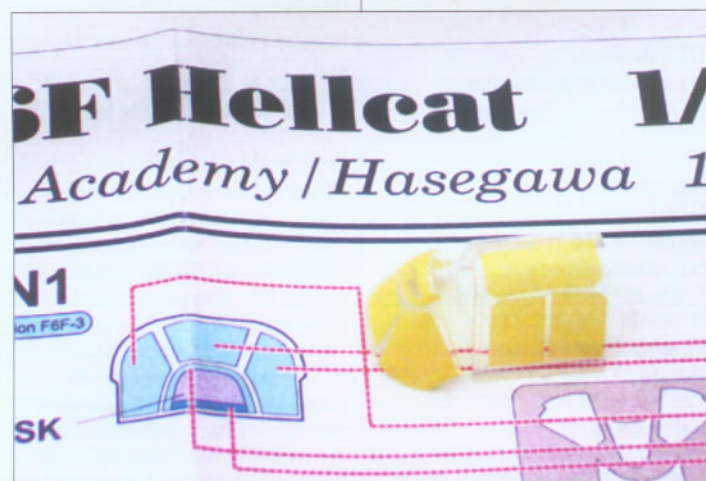
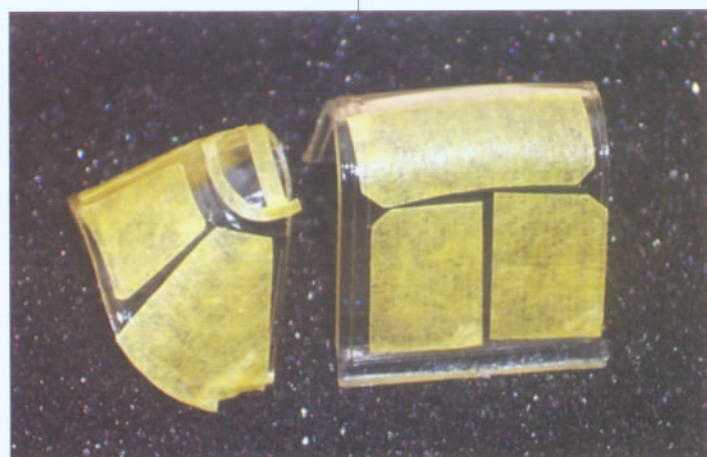
Product: CX 048 Type: Mask
Designed for: Tamiya Price: £TBA

North American T-6G Texan

Product: CX 050 Type: Mask
Designed for: Academy Price: £TBA

Kawasaki Ki-45 Toryu/Nick

Product: CX 051 Type: Mask
Designed for: Hasegawa Price: £TBA



North American P-51B/C Mustang

Product: CX 052 Type: Mask
Designed for: Academy Price: £TBA

Junkers Ju 87B Stuka

Product: CX 053 Type: Mask
Designed for: Fujimi Price: £TBA

Junkers Ju 290

Product: CX 054 Type: Mask
Designed for: Revell Price: £TBA

Hawker Tempest Mk V

Product: CX 055 Type: Mask
Designed for: Academy Price: £TBA

North American P-51B Mustang

Product: CX 056 Type: Mask
Designed for: Revell Price: £TBA

Bell P-39 Airacobra

Product: CX 057 Type: Mask
Designed for: Academy Price: £TBA

Messerschmitt Bf 110C/D

Product: CX 059 Type: Mask
Designed for: Fujimi Price: £TBA

Ilyushin Il-2m3 Stormovik

Product: CX 060 Type: Mask
Designed for: Eduard Price: £TBA

Hawker Typhoon Mk Ib 'Car Door'

Product: CX 061 Type: Mask
Designed for: Academy Price: £TBA

1/48 Scale

Vought F4U-ID Corsair

Product: EX 033 Type: Mask
Designed for: Tamiya Price: £TBA

Junkers Ju 87B Stuka

Product: EX 048 Type: Mask
Designed for: Hasegawa Price: £TBA

Focke-Wulf Fw 190A/F

Product: EX 054 Type: Mask
Designed for: Tamiya Price: £TBA

Kawasaki Ki-61 Hien/Tony

Product: EX 055 Type: Mask
Designed for: Hasegawa Price: £TBA

Curtiss P-40E Warhawk

Product: EX 058 Type: Mask
Designed for: Hasegawa Price: £TBA

Kawasaki Ki-61 I Hei Hien/Tony

Product: EX 059 Type: Mask
Designed for: Hasegawa Price: £TBA

Nakajima Ki-84 Hayate/Frank

Product: EX 060 Type: Mask
Designed for: Hasegawa Price: £TBA

Vought F4U-I Corsair 'Birdcage'

Product: EX 061 Type: Mask
Designed for: Tamiya Price: £TBA

Mitsubishi A6M2 Zero/Rufe

Product: EX 062 Type: Mask
Designed for: Hasegawa Price: £TBA

Nakajima B6N Tenzan/Jill

Product: EX 063 Type: Mask
Designed for: Hasegawa Price: £TBA

Northrop P-61 Black Widow

Product: EX 075 Type: Mask
Designed for: Monogram Price: £TBA

Boeing CH-46 Sea Knight

Product: EX 076 Type: Mask
Designed for: Academy Price: £TBA

Hawker Typhoon Mk Ib 'Car Door'

Product: EX 082 Type: Mask
Designed for: Hasegawa Price: £TBA

Lockheed F-104 Starfighter Surface

Product: EX 501 Type: Mask
Designed for: Hasegawa Price: £TBA

1/32 Scale

Republic F-105D Thunderchief

Product: JX 002 Type: Mask
Designed for: Trumpeter Price: £TBA

Boeing F/A-18C Hornet

Product: JX 003 Type: Mask
Designed for: Academy Price: £TBA

Vought F4U-1A Corsair

Product: JX 015 Type: Mask
Designed for: Trumpeter Price: £TBA

MiG-21F

Product: JX 021 Type: Mask
Designed for: Trumpeter Price: £TBA

MiG-21MF

Product: JX 022 Type: Mask
Designed for: Trumpeter Price: £TBA

Lockheed Martin F-16CJ Fighting Falcon

Product: JX 037 Type: Mask
Designed for: Tamiya Price: £TBA

Conclusion

Having used these masks I would find it hard to go back to masking with tape. The only problem is seeing where the yellow mask is on the yellow backing paper. To overcome this, hold the mask up in front of a light bulb and you can clearly see the image, then use a pair of needle-nose tweezers or a scalpel blade to carefully lift a corner before removing the mask from the backing paper. A simple but effective system that produces a good looking results at a relatively small cost, highly recommended.

Eagle Strike

A very colourful batch of sheets from Eagle Strike this month, covering aircraft from 1918 to the 1980s. All feature full colour instructions, a complete painting guide, and in most cases a list of further reference sources.

1/48 Scale

ESP 48189 Flying Circus Pt. VI
Fokker D.VII

This sheet provides complete markings for four very attractive Fokker D.VIIs, designed to fit the Dragon kit but may suit the new Roden example with some trimming.

- 1. Jasta 7, Lt Josef Jacobs. Overall black with a large devil on the fuselage sides.
 - 2. Jasta 21, Lt Fritz Hahn. Lozenge camouflage with large areas of black-and-white stripes.
 - 3. Jasta 9, Lt Walter Blume. Lozenge wings with black-and-white fuselage.
 - 4. Jasta 18, Lt August Raben. Lozenge undersides with red uppersurfaces and a white tail.
- Price: £6.75

ESP48192 Furies of the Fleet in Color Pt. 1

This is the first in a series of sheets designed for the Grand Phoenix limited-run NA FJ-4 Fury, though it may also fit the old and inaccurate Matchbox kit. All aircraft are finished in Light Gull Gray over white with natural metal leading-edges. Enough national insignia and basic stenciling are supplied for two aircraft.

- 1. FJ-4B BuNo141410 ND/00, VA-214, CATG-4. This aircraft has blue, yellow and red tail stripes.
 - 2. FJ-4B BuNo143515 WP/6, VMA-223. White bands on both tail and fuselage with red lighting flashes. This aircraft also has red fuel tank tips and wing leading-edges.
- Price: £6.75

ESP48193 Furies of the Fleet in Color Pt. 2

- *1. FJ-4B BuNo139316 AM/1, VMF-451, NAS Atsugi, 1955. Blue fuselage and tail stripe with white stars, with these colours repeated on the nose flash.
- *2. FJ-4B BuNo139552 TR/41, Fleet Air Gunnery Unit (FAGU), 1957. Red-and-white chequered tail, red-and-white striped nose with red lightning flash.

ESP48197 Eyes in the Sky Pt. I RF-4B/C Phantom

Another new series of decals, this time for Hasegawa's range of photo-reconnaissance Phantoms. Marine Corps and USAF variants are featured on each sheet, with enough national insignia and basic stencilling for all three options.

- 1. RF-4C 65-876/OO *Snoopy War's Hell*, 11th TRS, 432nd TRW, South-



ESP48193 Furies of the Fleet in Color Pt. 2

East Asia camouflage.

- 2. RF-4B BuNo153110 RF/115, VMFP-43, USS *Midway*. Overall Light Gull Gray.
- 3. RF-4C 65-908/OO *Lil Bee*, 11th TRS, 432 TRW. South-East Asia camouflage.
- Price: £7.15

ESP48198 Eyes in the Sky Pt. 2 RF-4B/C Phantom

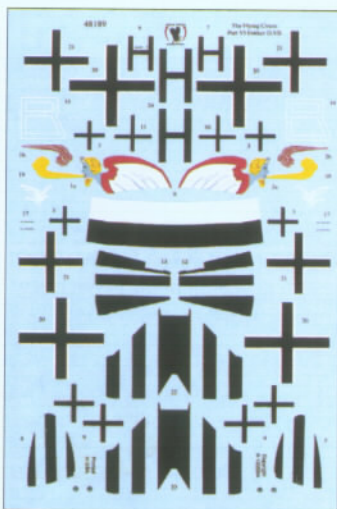
- 1. RF-4B BuNo153102 RF/17, VMFP-3, NAS Oceana, 1982. Light Gull Gray over white with the Phantom 'spook' on the tail.
 - 2. RF4-C 64-1039/OO, 11th TRS, 432 TRW. South-East Asia camouflage with black trim.
 - 3. RF-4B BuNo157345, VMFP-3. Light Gull Gray over white with a black lightning flash on the fin.
- Price: £7.15

1/32 Scale

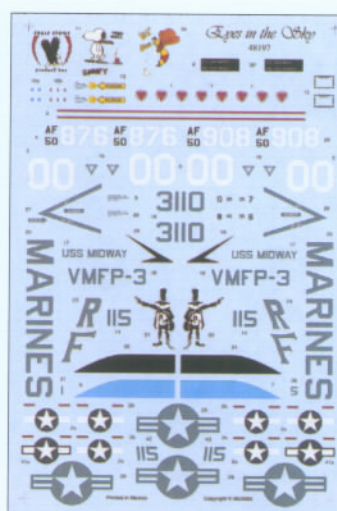
Three decal sheets for the new Hasegawa Ki-84 Frank. All sheets have enough national insignia for one aircraft.

ESP 32065 Imperial Hayate Pt. I

- 1. Ki-84 Type Kou, 57 Shinbu-Tai, flown by 2nd Lt Ito, 1945. Green over light grey with a large red lightning flash on the fuselage.



ESP 48189 Flying Circus Pt. VI Fokker D.VII



ESP48197 Eyes in the Sky Pt. I RF-4B/C Phantom

- 2. Ki-84a, 57 Special Attack Company.
Chocolate brown over light grey, with
a red-and-white stripe along the
fuselage.
Price: £7.95

ESP 32066 Imperial Hayate Pt. 2

1. Ki-84 Type Kou, Army Special Attack Force, 182 Shinbu-Tai, flown by 1st Lt Imoto. Dark green over light grey with a yellow lightning flash on the fuselage and red lightning flash on the tail.
 2. Ki-84 Type Kou, 57 Shinbu-Tai, flown by Corporal Takano. Chocolate brown over light grey with a large red-and-white arrow along the fuselage.
- Price: £7.95

ESP 32067 Imperial Hayate Pt. 3

1. Ki-84a, 29th Air Combat Regt, Formosa 1945. Large blue arrowhead design on the tail and fuselage, three yellow kill markings under cockpit port side.
2. Ki-84a, 520th Temp Interception Regt, Japan 1945. White panels under the national markings, red-and-white stripe on the tail with a white outline eagle.

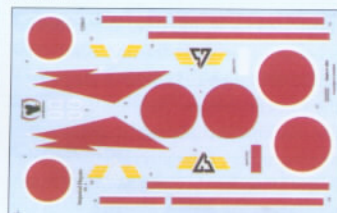
Both options are painted in Nakajima dark green over light grey. Price: £8.50



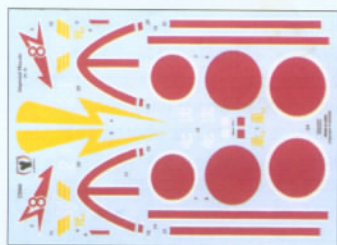
ESP48192 Furies of the Fleet in Color Pt. I



ESP48198 Eyes in the Sky Pt. 2 RF-4B/C Phantom



ESP 32065 Imperial Hayate Pt. I



ESP 32066 Imperial Hayate Pt. 2

Conclusion

Eagle Strike have chosen to produce some most attractive decal options. It is pleasing to see decals for the limited-run FJ-4 Fury which may tempt some modellers to try this type of kit for the first time, and I expect to see many Hasegawa Ki-84s finished in the options supplied on these sheets.

Thanks as always to Eagle Strike for supplying the review samples.



ESP 32067 Imperial Hayate Pt. 3

Twobobs Aviation Graphics

A bumper crop of Two Bobs sheets this month, all in their usual style, with instructions that are some of the best around. They are printed in full colour and combine four-view drawings with photographic coverage of the aircraft, and in most cases you also get a short history of the squadron or airframe. The decals themselves are well printed and in register, with enough national insignia for all examples on the sheet, though some stencilling will have to come from the donor kit.

1/48 Scale

TB48-090 F-14D Tomcat last PAC
F-14D Tomcat BuNo164603 NK/101,
USS *John C Stennis*.

With the gradual retirement of the Tomcat from fleet service it was inevitable we would have some special schemes. This sheet features one example from VF-31 with their Felix the Cat emblem on red fins. The instructions include twelve colour photographs of the aircraft.

Price: £7.15

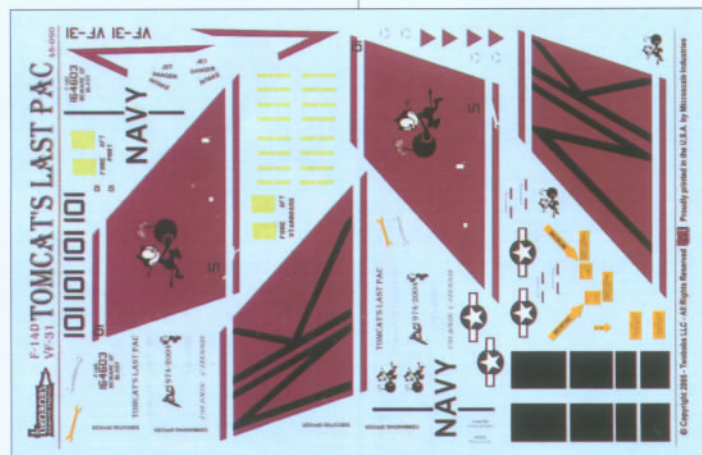
TB48-091 'Blue by You' Hornets of VFA-38 and VFA-113

This sheet supplies markings for two F/A-18C Hornets, both of which feature the gray USN tactical scheme enhanced by smart dark blue tail surfaces. Ten colour photographs are used to illustrate the instructions.

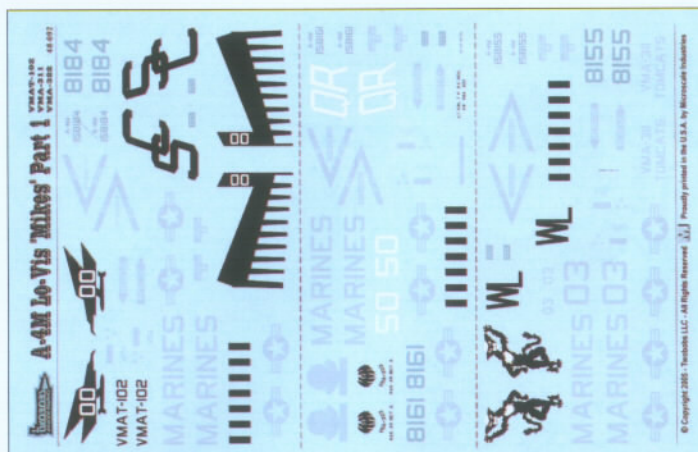
- 1. F/A-18C, BuNo164201 AA/300, VFA-83 CAG, USS *John F Kennedy*. This aircraft has the blue from the fins carried on to the fuselage and LERXs; the tail carries a yellow ram's head.
 - 2. F/A-18C BuNo164682 NK/300, VFA-113 *Stingers*, CAG CVW-14. This aircraft has the Stingers' wasp squadron badge on blue fins. The Stingers' artwork for the wing tanks is supplied on a separate sheet specially printed by Archer Fine Transfers.
- Price: £7.15

TB48-092 A-4M Skyhawk 'Lo-Viz
Mikes' Pt. I

This and the following sheet feature markings for the new A-4M Skyhawk



TB48-090 F-14D Tomcat last PAC



TB48-092 A-4M Skyhawk 'Lo-Viz Mikes' Pt. I

by Hasegawa. All are in low-viz grays with most of the artwork in contrasting gray or black. The instructions provide a colour photograph side-view of each option.

- 1. A-4M BuNo158184 SC/00, VMAT-102 Skyhawks, 1983. Black fin marking and black fighting hawk on the nose.
 - 2. A-4M BuNo158161 QR/50, VMA-332 *Fighting Gamecocks*, 1985. Lo-viz squadron badge on fuselage sides.
 - 3. A-4M BuNo158155 WL/03, VMA-321 *Tomcats*, 1985. Black-and-white tomat artwork on tail.
- Price: £7.15

TB48-093 A-4M Skyhawk 'Lo-Viz
Mikes' Pt. 2

1. A-4M BuNo159489 CF/12, VMA-211 *Avengers*, 1980. Squadron name in white on fuselage.
 2. A-4M BuNo158185 CF/07, VMA-211 *Avengers*. Squadron name in black on fuselage sides, black bars on rudder.
 3. A-4M BuNo158155, WE/8, VMA-214 *Blacksheep*, Grey ram's head on fuselage sides.
- Price: £7.15

TB48-094 Mirage 2000 Nato Tiger
Meet 2004

Fifteen colour photographs well illustrate this impressive special scheme, which features a tiger's head

painted across the complete upper surfaces of the aircraft.

Price: £10.75

TB48-095 AIMI20B/C and AGM-88C HARM Stencils

For the ultimate finish for your underwing weapons loads this sheet provides enough makings for four AIM-120B, four AIM-120C and eight AGM-88 Harm missiles, sized to fit the Hasegawa Weapons Sets. Twenty colour photographs and nine colour side-views support the detailed instructions.

Price: £7.15

1/32 Scale

F-16C 'Big Mouths'

This sheet provides marking for two aircraft of the 74th Fighter Squadron, Pope AFB, 1994, complete with squadron's famous sharkmouth, which



TB48-093 A-4M Skyhawk 'Lo-Viz Mikes' Pt. 2



TB48-095 AIM120B/C and AGM-88C HARM
Stencils



TB48-091 'Blue by You' Hornets of VFA-38 and VFA-113

suits the F-16's shape so well. The instructions have nine colour photographs as well as a short history of the F-16 Block 40 variant.

- 1. F-16C 90-0776/FT, 74 FS Flagship.
 - 2. F-16C 88-0516/FT.
- Price: £7.15

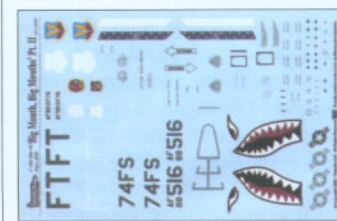
Price: £7.15

Conclusion

I am a big fan of Twobobs' products and these are well up to their normal standards. The instructions make a useful reference to US markings and are worth keeping even after you have used the decals. The Mirage 2000 Tiger Meet scheme is one of Twobobs' rare excursions to non-US subjects and is particularly welcome.



TB48-094 Mirage 2000 Nato Tiger Meet 2004



F-16C 'Big Mouths'

Tally Ho Decals

1/72 Scale

TY 72-037 P-38 Lockheed Lightning
Pt. I

This sheet provides enough stencilling and national insignia for two options and individual markings for four famous P-38Js.

- 1. P-38J-15-LO 43-28431 *Happy Jack's Go Buggy*, Capt Jack Ilfrey, 20th FG/79th FS, April 1944.
 - 2. P-38J-10-LO 42-67717 *My Dad*, Capt James 'Slick' Morris, 20th FG/77th FS, March 1944.
 - 3. P-38J-10-LO 42-68050 *Shark Mouth*, 385th FS/364th FG, Honington, 1944.
 - 4. P-38J-15-LO 42-104012 *Down Beat*, Maj Dick Bong, Fifth Fighter Command, Nadzab, April 1944.
- Price: TBA

TY72-038 MiG-21F-13 in Czechoslovak Air Force 'The First Generation'

This sheet provides national insignia for six options and individual markings for 12 MiG-21F-13s. Options 9 to 12 carry colourful squadron markings on their noses, but all the others are anonymous. Overall

finish is shades of natural metal.

1. Black 0303.
2. Black 0316.
3. Black 0310.
4. Black 0410.
5. Black 0004.
6. Black 9903.
7. Black 9902.
8. Black 9904.
9. Black 0311. Devil and pitchfork marking on nose.
10. Black 0316. Devil's head marking on nose.
11. Black 0712. Both this and option 12, below, have a wolf's head on a shield on one side of the nose.
12. Black 0906.

Price: TBA

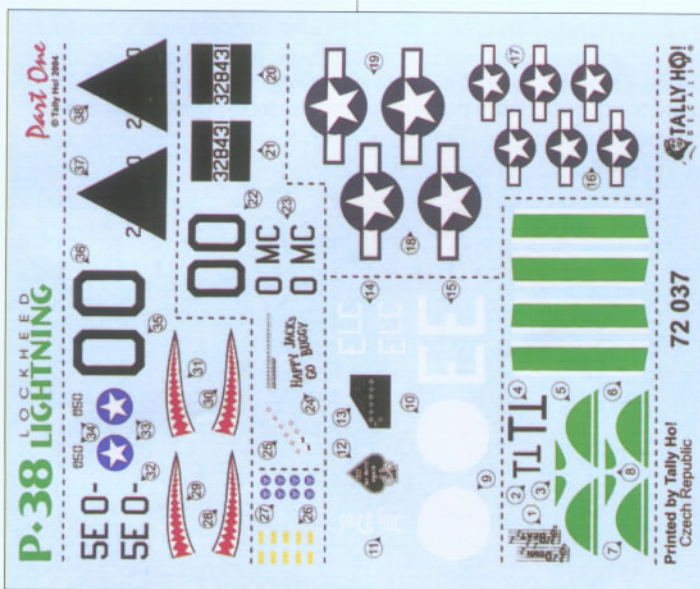
1/48 Scale

TY 48-032 P-38 Lockheed Lightning
Pt. I

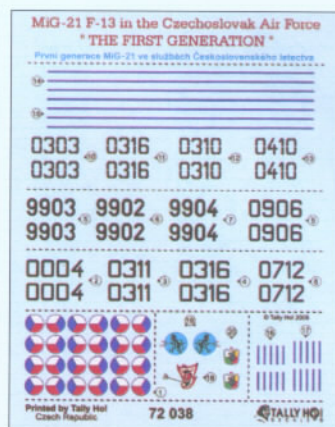
This sheet features the same options as TY 72-037 above.

48-033 Kittyhawks and Warhawks
Vol. I

1. Kittyhawk Mk 1A, Sqn Ldr Clive Caldwell, 112 Sqn, RAF. Desert scheme of Dark Earth Brown and Mid-Stone over Azure Blue with red spinner.
2. Kittyhawk Mk 1A, Capt Clive Caldwell, 112 Sqn, RAF. Desert scheme with red spinner and



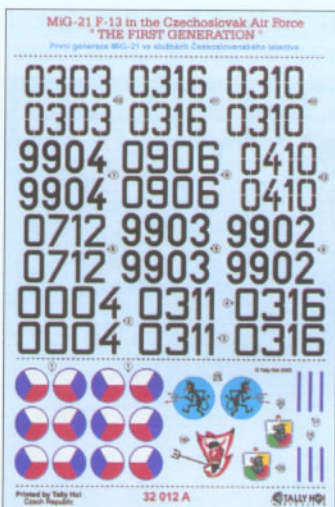
TY 72-037 P-38 Lockheed Lightning Pt. I



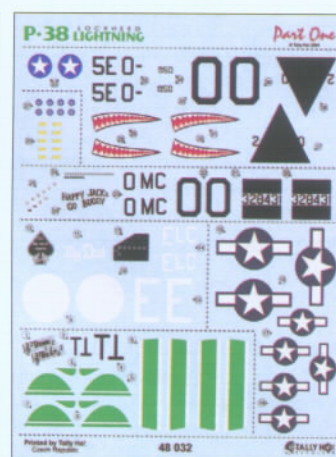
TY72-038 MiG-21F-13 in Czechoslovak Air Force 'The First Generation'

sharkmouth.

- *3. Kittyhawk Mk 1A, Fg Off John Waddy, 250 Sqn, RAF. Desert scheme with a red arrow around the exhausts and red spinner.
- *4. P-40E-1, Lt John Landers, 49 FG, USAAF. Dark green and dark brown over light blue with large Texas longhorn artwork on both sides of nose.
- *5. Kittyhawk Mk.1, 76 Sqn, RAAF. Dark Earth Brown and Foliage Green over Sky with SEA roundels and Tojo linc on the nose.



TY32-012A MiG-21F-13 in Czechoslovak Air Force 'The First Generation'



TY 48-032 P-38 Lockheed Lightning Pt. I

1/32 Scale

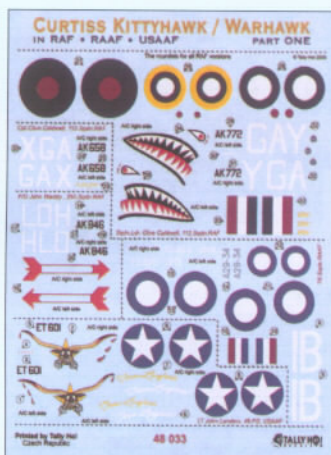
TY32-012A MiG-21F-13 in Czechoslovak Air Force 'The First Generation'

This sheet features the same options as TY72-038 above.

Conclusion

An interesting selection of markings the early MiG-21 sheets are perfect for the new 1/72 Revell and 1/32 scale Trumpeter kits. In the UK Tally Ho products are available from Hannants.

Thanks to Tally Ho for supplying the review samples.



48-033 Kittyhawks and Warhawks Vol. I

Aussie Decals

1/72

New releases from Aussie Decals are always welcome. The Royal Australian Air Force uses some interesting aircraft that are rarely represented in model form in their national markings. This release covers the Canberra in either overall aluminium or aluminium with white fuselage uppersurfaces. The decals are supplied on three sheets, with a choice of RAF-style roundels or the later style with a kangaroo replacing the centre spot,

plus complete stencilling for one aircraft.

- 1. Canberra Mk 20 A84-220, 6 Sqn, RAAF Pearce, Western Australia, 1955. Overall aluminium with Oxford Blue trim and lightning flash on the tail.
- 2. Canberra Mk 20 A84-246, 2 Sqn, RAAF Butterworth, Malaya. Overall aluminium with red trim and red lightning flash on the fin.
- 3. Canberra Mk 20 A84-210, 1 Sqn, RAAF Amberley, Queensland. Overall aluminium with yellow trim and

yellow lightning flash on the fin.

- *4. Canberra Mk 21 A84-201, 1 Sqn (B) OCU, RAAF Richmond, New South Wales, 1963. Aluminium with white-topped fuselage, yellow-and-black check tail.
- *5. Canberra Mk 20 A84-237, ARDU. Aluminium with white-topped fuselage and a Brunswick green tail with two yellow bands and a yellow ARDU badge
- Price: TBA

Conclusion

A well-researched set, with very clear instructions giving plenty of information on the variation of markings between the airframes. I hope that we will be treated to a sheet covering the camouflaged RAAF Canberras used later in Vietnam. I can highly recommend this set, but it is such a shame that we do not yet have a state-of-the-art kit of the Canberra in this scale, but the forthcoming High Planes offering may solve that problem.

Sto-Dec

This is a new range of civil airliner decals from Stoppel Hobby of Denmark, all available in a variety of scales, as indicated below. No UK importer is known at present, but the sheets are available direct from the manufacturer at Smallegade 8, PO Box 83, DK-2000 Frederiksberg, Denmark, tel: +45 38 88 38 54, web: www.stoppel.dk.

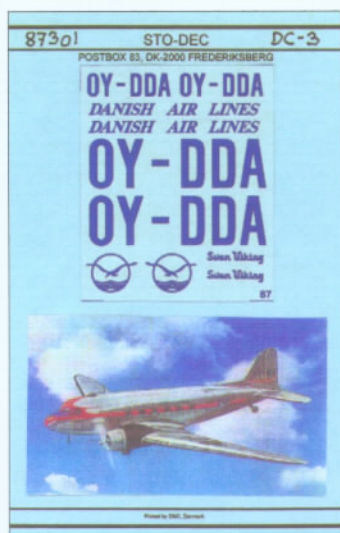
Douglas DC-3 Danish Air Lines (DDL)

A simple sheet comprising blue DDL titles, logos, registration letters and aircraft name for OY-DDA *Sven Viking*. The aircraft was finished in overall natural metal with a red/white cheatline and fin/rudder stripe which are not supplied as decals. A small colour artwork image of the aircraft is provided to aid painting and decal location, but further research is advisable.

Prices: 20301 (1/200) €6,85. 44301 (1/144) €7,60. 10301 (1/100) €7,60. 87301 (1/87) €7,60. 72301 (1/72) €10,30. 48301 (1/48) €11,65.

Douglas DC-3 Scandinavian Airlines System (SAS) 1948-57

This is a comprehensive sheet comprising SAS titles, cheatlines, national crests (with nicely done gold crowns) and a choice of three aircraft



Douglas DC-3 Danish Air Lines (DDL)

registrations, one each from Denmark (OY-KLE), Norway (LN-IAF) and Sweden (SE-BAB). Three aircraft names are provided: *Arv Viking*, *Bele Viking* and *Fridtjof Viking*, but no correlation between registrations and names is given, so access to contemporary SAS fleet lists, DC-3 production histories or some Internet trawling will be needed. Again the aircraft was finished in overall natural metal, but only a photograph of a finished model was supplied with the sample and is barely adequate for placement.



Douglas DC-3 Scandinavian Airlines System (SAS) 1948-57

Prices: 20302 (1/200) €10,30. 44302 (1/144) €11,65. 10302 (1/100) €11,65. 72302 (1/72) €17,15.

Douglas DC-4 Scandinavian Airlines System (SAS)

Another full sheet comprising SAS titles, cheatlines, national crests, cabin windows and a choice of three registrations, OY-DFY, LN-IAE and SE-BBC. Nine aircraft names are provided this time, but again no advice as to which registrations they apply, but there is a small two-view placement drawing in addition to a



Douglas DC-4 Scandinavian Airlines System (SAS)

photo of a finished model. Prices: 20303 (1/200) €12,35. 44303 (1/144) €13,70. 72303 (1/72) €20,55.

Conclusion

These sheets are well printed, and the finished models shown in the photographs look very fine. Lack of name/registration tie-ups and good placement diagrams is a drawback, but shouldn't seriously hamper dedicated airliner enthusiasts.

Thanks to Stoppel Hobby for the review samples.

Avi Print Decals

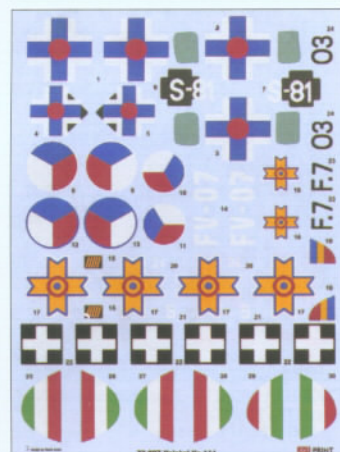
This was my first viewing of decals from this Czech manufacturer and I was most impressed. The decals are thin and in perfect register and the sheets are packed with images. The instructions are printed in colour and supply side-view and uppersurface illustrations, combined with useful text in both Czech and English. The colour keys give both FS and Gunze Mr Color paint references, which should make matching to your favourite brand quite easy.

1/72 scale

AVI 72007 Heinkel He III Pt 2 Foreign Service

This sheet provides markings for five He 111s of different marks and will be ideal for the Hasegawa He 111 family.

- 1. He 111H-10 S-81, Slovak AF. Finished in a splinter scheme of RLM70/71/65 with yellow wingtips and fuselage band.
- 2. He 111H FV-07, Czech AF, early 1950s. Khaki uppersurfaces over light blue.
- 3. He 111H-3 24 Rumanian AF, Stalingrad, 1942-3. White over RLM65
- 4. He 111H-3 White 5, Rumanian AF. Early-style splinter scheme of RLM61/62/63/65.



AVI 72007 Heinkel He III Pt 2 Foreign Service

- 5. He 111P-2 F7+03, Hungarian AF, 1942-3. Splinter scheme of RLM70/71/65. Price: £6.45

1/32 Scale

AVI 32003 Nakajima Ki-84 Hayate (Frank)

This just beat the Eagle Strike sheet (page 637) as the first aftermarket decal for Hasegawa's new large-scale Frank. Fortunately AviPrint have chosen to represent different aircraft. All are in a dark green over grey scheme with light green propellers.

- 1. Red 0, 104th Sentai, Manchuria,



AVI 32003 Nakajima Ki-84 Hayate (Frank)

- 1945. This aircraft has white wingtips and fuselage flash.
- 2. Red 8, 182nd Shinbu-Tai. Large yellow lightning bolt on fuselage.
- 3. White 01, 57th Shinbu-Tai. Large yellow eagle carrying a bomb on fuselage sides. Price: £6.45

Conclusion

The options are well chosen and the instructions clearly illustrate the placement of the markings. In the UK these decals are available from Hannants.

Thanks to Avi Print for the review samples.

Mini Print Decal

48502 Supermarine Spitfire VB Czechs in the RAF – Fighter Aces

- 1. Spitfire VB. AD572 Fg Off Frantisek Perina. 312 Sqn.
- 2. Spitfire LF Mk VB. EP461 Wg Cdr Frantisek Dolezal. Exeter 1943
- 3. Spitfire VB. BM210. Sqn Ldr Frantisek Fajtl. 313 Sqn.

Full individual and national markings are included for each of the three options, along with stencilling for one aircraft. A cross-referenced table of paint colours is included on the instructions, giving Humbrol, Revell, Agama and Federal Standard numbers.

French Fantasy

Fantasy Printshop have moved from their former home in Cornwall to France. "Due to the cheaper economy there we have been able to reduce our printing prices by 15%," proprietor Ray Horwell told Scale Aviation Modeller International.

"We are looking forward to speaking to all our customers old and new, and please note that Euro Decals are still available through Fantasy Printshop."

The new address for Fantasy Printshop is: Pepiniere d'Enterprises, 10 Av du Champ de Mars, ZI Plaisance, 11100 Narbonne, France; phone/fax: (+33) 468 33 59 63; email: fantasyprintshop@btinternet.com; web: www.fantasyprintshop-decals.com

T FOR 2



Modelling First-Generation Harrier Trainers in 1/72 Scale, by Gary Hatcher

"How do you know when a Harrier pilot enters the mess? Don't worry — he'll tell you."

This witticism was passed on to me by a former Lightning pilot. Intended, no doubt, to wound, it rather speaks volumes for the pride the Harrier crews take in their work, and in the unique machine they have been trained to fly. The Jump Jet has always presented a challenge to its pilots, and it was apparent from an early stage in the aircraft's development that trainees would need to make their initial flights accompanied by a qualified instructor as they came to terms with the unfamiliar and demanding workload. Thus in 1967 the first two-seat Harrier, the T.2, was ordered to augment the training programme.

Harrier development is not a subject that has ever really interested me, and research into the

minor differences between various marks of the same aircraft is something I like to have served up on a platter by some diligent modeller, or manufacturer, who has gone before and paved the way. That is, after all, why I read the modelling press. An initial glance at the bewildering list of T-bird variants made me dizzy and called to mind the avenues of disinformation I once trod while researching the Sea Hurricane. It is, I was relieved to discover, a lot easier than that.

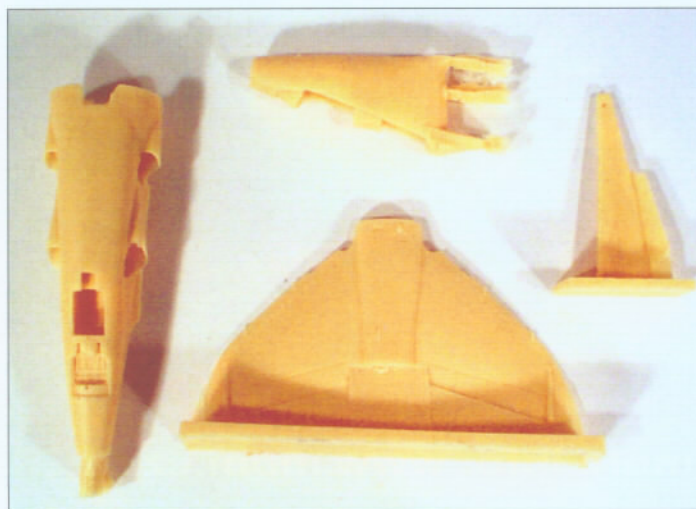
The trainer variants simply kept pace with the changing roles of the front-line aircraft. Thus the T.2, which paralleled the GR.1, was upgraded to the T.2A to correspond with the uprated GR.1A. Likewise, the arrival of the GR.3 engendered the long-nosed T.4 with its LRMTS (Laser Ranger and Marked Target Seeker) fitment.

Naval variants followed the same pattern. The arrival of the Sea Harrier necessitated the acquisition of the T.4N, which is more or less a standard T.4 without the LRMTS and the addition of FRS.1 avionics. This in turn was upgraded to the T.8 when the Sea Harrier FA.2 arrived on the scene. The aircraft received enhanced avionics and a revised cockpit layout to bring it more in line with the new fighter.

My interest in the Harrier stems from a taste for modern naval aircraft in general, but I found myself strangely drawn to the T.4N on account of its ungainly appearance. Its odd bulging head and scrawny body put me in mind of the dead fledglings we used to find on the ground underneath the swallows' nests at school. It's as ugly and unlikely-looking as either the Skua or the Wyvern, and as such I simply had to build one.



The current boxing of the Heritage kit



Main components in all their glory



1/72nd Scale

Manufactured by

HERITAGE AVIATION



Heritage's intakes are also available separately



Construction commences



Dry-fitting shows some gaps, but nothing that can't be quickly dealt with



Airframe assembled in the blink of an eye



Filling and cleaning up proceeding apace



Priming with Halford's Grey. Everything is blending together nicely



A look at the cockpit aperture



Some flash was evident on the metal parts



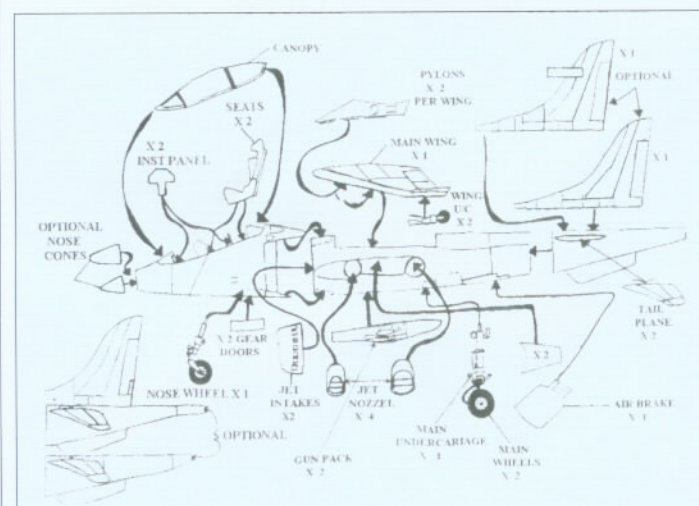
The white metal nozzles scrubbed up well



Work continues on the cockpit and ejector seats



Fitting the canopy involved a great laying on of filler



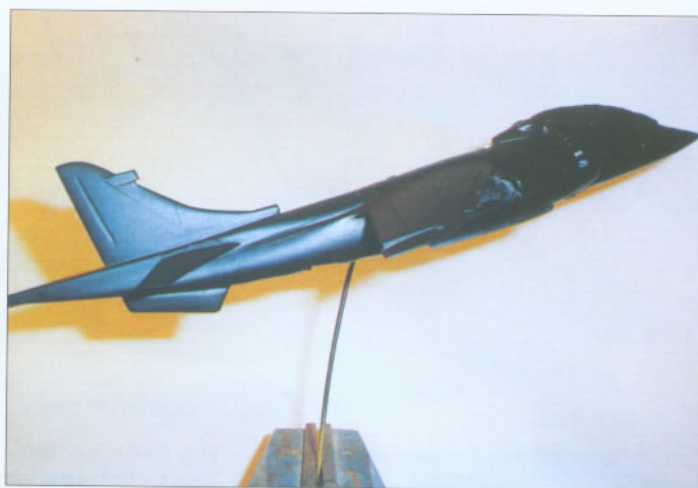
The Heritage kit instructions



Another view of the canopy fitting



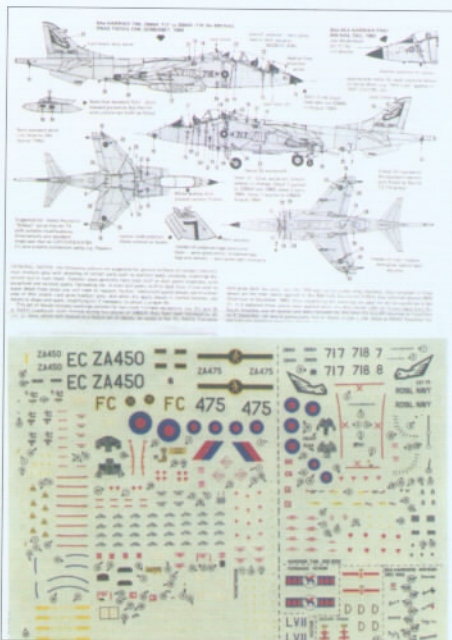
Priming and sanding underway on the cockpit area



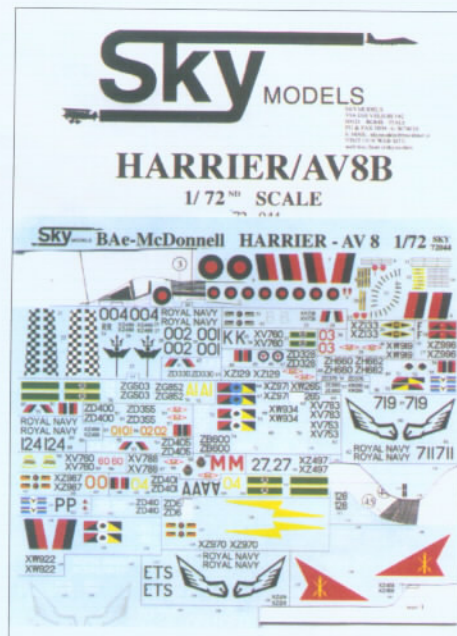
Ready to gloss-up for decaling



Halford's Matt Black used as the base colour



Modeldecalsheet 075



Sky Model's good value decal sheet covers all marks of Harrier

The Kits

The only kit currently marketed is the resin one made by Heritage Aviation. This has been around for a few years, and was initially kitted in their Aardvark days. Older products have been few and far between. If you're prepared to risk a bidding war, or pay collector's prices, you might track down the Heller T.4, and if you really look hard you might stumble upon an ancient Pegasus conversion kit, dating from 1982, which is probably worth more than your house in an Internet auction.

The Heller kit is particularly interesting, consisting of only 15 pieces, yet still building up into a surprisingly agreeable model. Panel lines are raised, and the cockpit is necessarily simple, but it does have dropped auxiliary intake doors, and the lovely 'Snoopy' nose housing the LRMTS. An examination of a dismembered example, and comparison of the parts with an unbuilt Italeri/Esca FRS.1, suggested that a cross-kitting between the two would not be out of the question. I did acquire a bedraggled built-up Heller kit at ruinous expense with this in mind. Tragically the canopy was cracked, so until I find a replacement I am unable to experiment further.

Vivisection aside, the only other T-bird accessories available are decals, although apparently Dick Ward, of Modeldecals fame, once mastered a resin conversion set way back in the 1970s. What became of this I do not know.

Modeldecals did, however, produce their Sheet 75,



The T.8 almost complete

which featured a complete set of stencilling and markings for the T.4N, allowing either ZB604 or '605 to be modelled. Latterly, Sky Models have produced their sheet 72044, which includes options for a T.2, two T.4s and a T.4N.

Getting To Grips

Heritage Aviation were good enough to provide a sample of their current boxing, HACK72006, which is presented as 'The Harrier T.2/T.4 In Royal Navy Service.' Having acquired one of the original

Aardvark kits through Maintrack Models some years ago, I was pleased to find that Heritage are now including a decal sheet with the kit. The main airframe is cast in the usual cream-coloured resin. Ancillary parts are provided in white metal, and the instructions are fairly perfunctory, although I would imagine anyone tackling this kit would know their way around a Harrier.

The resin components look initially unprepossessing and resemble lumps of soap until one gets round to sticking them together. Closer



examination reveals very fine panel lines and very little in the way of flaws or bubbles. Assembly is remarkably quick. The fuselage is cast in two hefty solid resin parts, to which a one-piece wing, a tail and a pair of intakes are added. Rapidly drying superglue means that within seconds you can have the major assembly finished and ready for filling and sanding. The fit of parts is not excellent, but everything cleans up with little effort, and in no time at all I was onto the next, and most tedious phase — the cockpit.

I hate fiddling around with cockpit interiors. There are times when I am almost tempted to take up modelling tanks just to get away from them. It's a tedious chore that has to be done, and in the case of the Heritage kit it's made worse by the fact that you are confronted with a bare resin hole to fill, and a

huge double-span vacform canopy to cover it with. Thus are united two of my pet hates in one kit.

Black Bird or Grey?

Fitting the vacform canopy was as much fun as it ever is. I used a lot of filler to fair it all in, and after the usual sessions of sanding, filling and priming, I had the aircraft ready to paint. What was it to be? Grey or Black? Another T.4N or a T.8? It was out with the references to help decide. Heritage provide

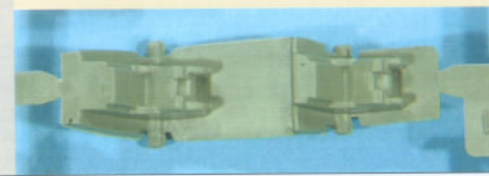
serials and stencilling for a black T.8, ZB605, on their decal sheet, along with the 899 Sqn 50th anniversary scheme. No squadron emblems are provided for the tail, however, and I was unable to find a picture of this aircraft unadorned, so I was obliged to cast around for another option. I found some very nice shots online of ZD993, obligingly black without squadron markings, so this was the aircraft I decided to model. The kit, now suitably masked and primed, received a number of coats of Halfords acrylic matt black, followed by the customary three coats of Klear, and decaling commenced.

I had no trouble at all in marking up the Harrier, using Hannants' excellent reissued Modeldecals sheet 48B, and can further add that 90% of the stencilling provided by Heritage went on without a hitch and no trace of silvering. Only the roundels and a few of the red items were out of register, with white edges showing up starkly on the black finish, but this was easily resolved through the spares box. The white lining for the canopy seal came from an Airfix Battle of Britain Chipmunk sheet — also acquired through Heritage Aviation — and made a world of difference to the overall appearance of



The Heller kit built by Barry Wilson

Heller's T.4 was about as basic as a kit can be, comprising only fifteen parts. Undercarriage and nozzles were moulded integrally and the pieces were designed to snap together. Despite the lack of detail it caught the overall shape and character of the aircraft, and provides a sound basis for the modeller to work upon. Not currently on release, the kit is fetching some high prices on the second-hand market.







Harrier T4. ZB603 in T.4 fit. Photo courtesy of Harrier SIG, via Steve Hague

ZD993 at Yeovilton after the 899 Sqn disbandment event. Photos by Colin Small



the model, although with hindsight I should have cut them thinner.

Finishing Touches

With the model painted and decaled, and the canopy unmasked, I was delighted with the look of the aircraft, and cracked on with the tedious job of fitting the undercarriage and assorted bits and pieces. I exchanged a lot of the metal parts for Italeri/Esca spares. These are remarkably similar in some instances — even down to the ejector pin markings on the main gear. Tidying these up was quicker and easier, and although the assembled model is pretty hefty, I felt confident that the plastic parts would bear its weight.

The undercarriage apertures on the Heritage kit, like the cockpit, are simply holes that need a bit of tidying up, but this took very little time and I had the thing standing on its own feet with a minimum of fuss. I find it best with Harriers to fit the outriggers first, and then the main gear, which can be shortened progressively until the aircraft sits squarely. With the rear end sitting straight, and all wheels touching the ground, the front wheel can be added and adjusted without interfering.

Conclusions

The Heritage kits were not quick builds, but then very few are. In the end I expended little more time and filler on them than usual, and the end results more than make up for any furniture I may have broken during the canopy fitting process. They really do look extraordinary next to the other Harriers in my cabinet, and I am tempted to get on with that Heller/Italeri kitbash to add the even longer and weirder T.4 to my collection. The Heritage kit has a spare vacform canopy, so technically I have all I need now to get on with the job.

The Harrier story continued into a second generation. The T.10 — even bigger and uglier — has been with us for years, and the Airfix kit has been around almost as long. With the amalgamation of the RAF and RN Harriers into Joint Force 2000, I am now able to justify all current variants as being — technically — British naval aircraft, so watch this space for a sequel. And what, do you suppose, are the chances of seeing a GR.9 with 801 Sqn markings?

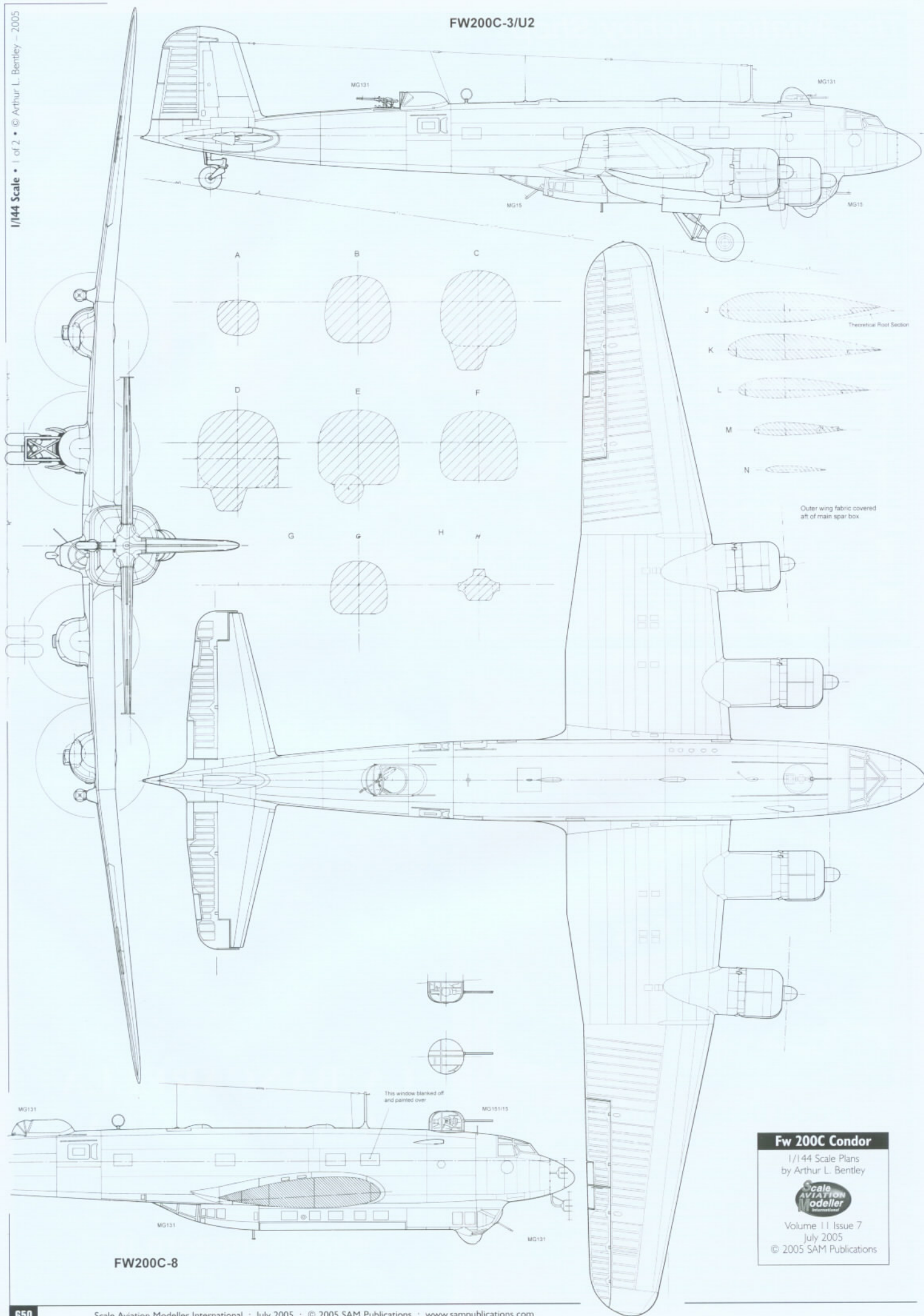
Gary Hatcher

References

- *Sea Harrier: The Last All-British Fighter*, by Jamie Hunter.
- *Superbase 22 Yeovilton*, by Mike Verner.
- www.airliners.net

In addition I would like to thank Heritage Aviation, Barry Wilson for his Heller kits, and the Harrier SIG for assistance in the preparation of this article.

FW200C-3/U2



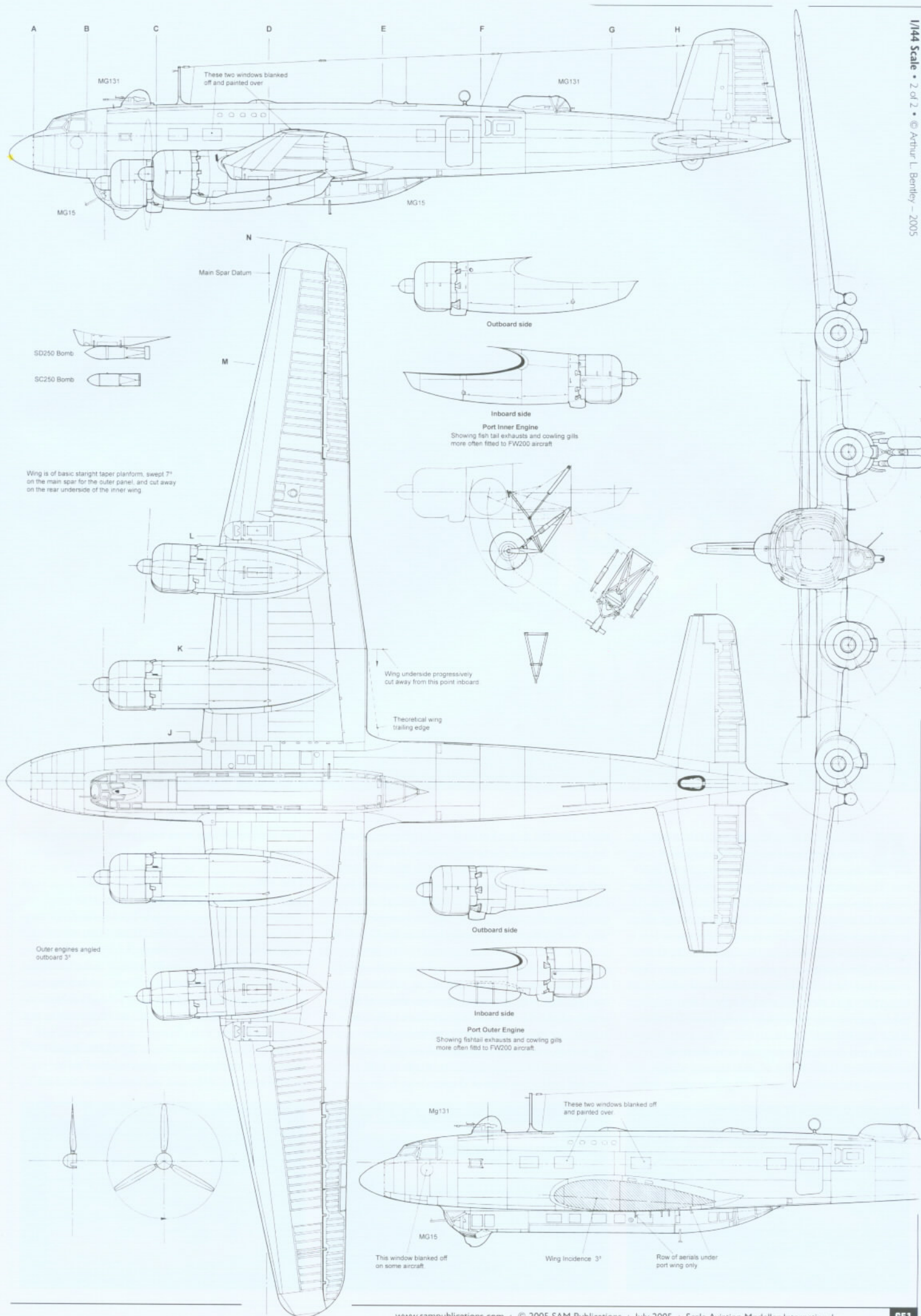
FW200C-8

Fw 200C Condor

1/144 Scale Plans
by Arthur L. Bentley



Volume 11 Issue 7
July 2005
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A Gustav for Two



At the outbreak of World War II the German High Command expected to achieve a series of quick victories in a relatively short war. This philosophy was to have far-reaching effects on the provision and development of new weaponry for all the armed forces. There was no shortage of innovation and new ideas amongst German scientists and engineers, far from it, but there was muddled thinking and priorities from on high. Thus it was that the Luftwaffe started and finished the war using the same two mainstream fighter designs — the Messerschmitt Bf 109 and Focke-Wulf Fw 190, albeit in developed forms.

Two-seat conversion versions were deemed unnecessary, as the flying schools were of a high standard and could turn out competent pilots well

able to handle them, but as the war progressed and the time allowed for training became shorter, the need for two-seaters was recognised. Both the '109 and short-nosed '190s had conversions applied to existing airframes, as no new-build aircraft were being manufactured. For the 109 the base airframes were mainly from the G-series such as the G-2, G-4 and G-6, and all were redesignated G-12s. By removing the fuel tank under and behind the pilot's seat, limited space was created for an instructor's cockpit. The aircraft's armament was retained for centre of gravity reasons, but sources conflict on whether or not the cannon firing through the spinner was retained. It has even been claimed that some of these G-12s were flown single-seat in combat in the last days of the war, which would

seem credible if they were serviceable when single-seaters were not.

The kit

Over the years there have been various 1/48 scale conversions and even complete kits for the G-12, but I came across this as part of a 'Triple Conversion' vacform set from Falcon (Photo 1). This set has parts for a Bf 109G-12, an Fw 190S-8 and a Bf 109G-14, but no decals are included. The G-14 is now available as an injection-moulded kit from other manufacturers, but the set is still worth having as you get a nice Falcon 'Erla' canopy for any late war '109.

The G-12 conversion (Photo 2) was designed many years ago, before Hasegawa released their superb range of '109s, and was intended to be used





1/48th Scale
 Manufactured by
ACADEMY
 HOBBY MODEL KITS
 Imported in UK by
Hasegawa
 Additional Items
FALCON

John Stokes builds a Messerschmitt Bf 109G-12 using the Falcon conversion set, with colour profiles and illustrations by Jerry Boucher

Jerry Boucher
 © MMV

with the Revell, Fujimi, or Otaki kits. I did not have any of these to hand and was a little reluctant to give up one of my Hasegawa '109s for surgery, but I did have an Academy G-14 that looked like a good alternative (Photo 3). Although the kit is for a G-14 it contains Academy's G-6 mouldings, with extra parts such as the taller fin to make it into a G-14. I only needed the wings, tailplanes, prop and undercarriage, and it looked as though these would fit the Falcon fuselage without too much trouble. The mouldings are very nicely done with finely recessed panel lines, in a good neutral shade of grey plastic (Photo 4).

Fuselage surgery

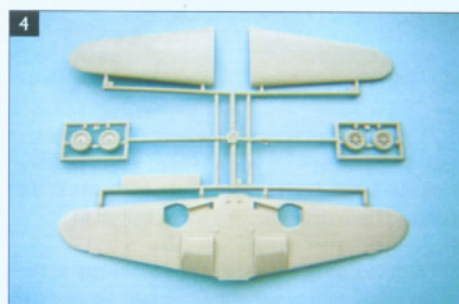
I started by cutting-out and sanding the two fuselage halves (Photo 5). I left the areas filling the cockpit

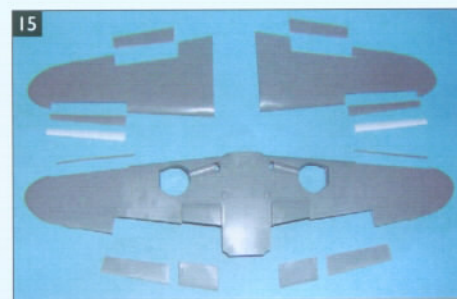
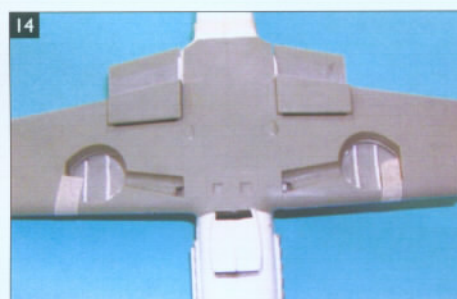
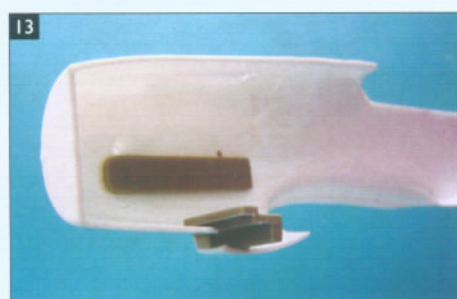
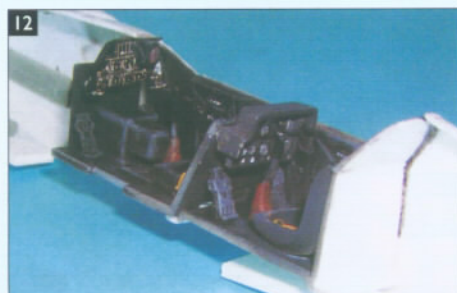
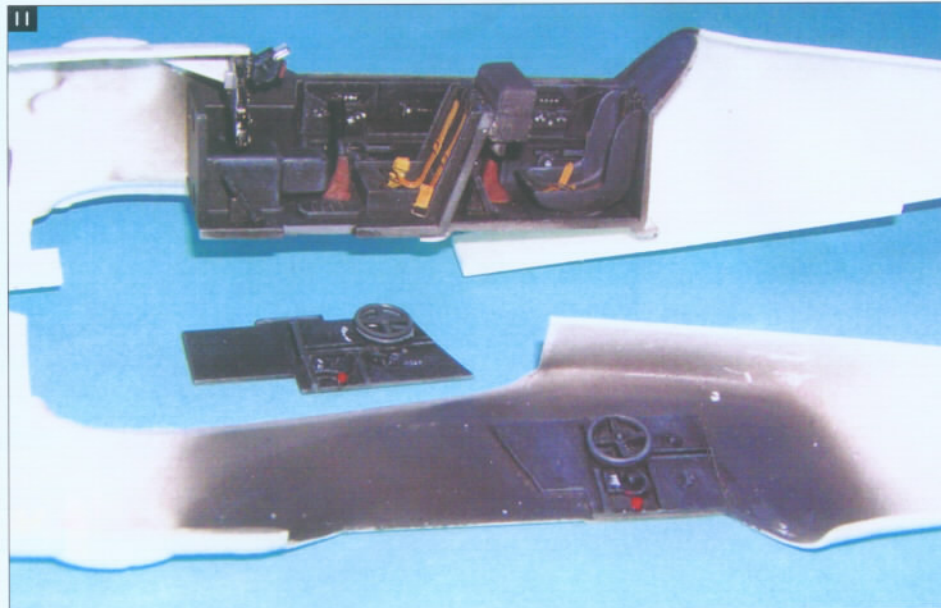
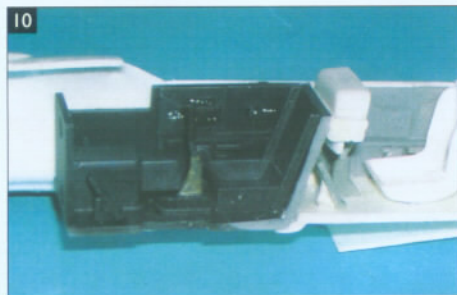
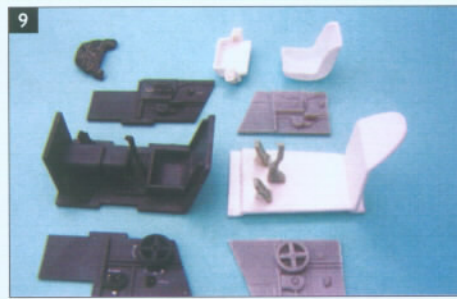
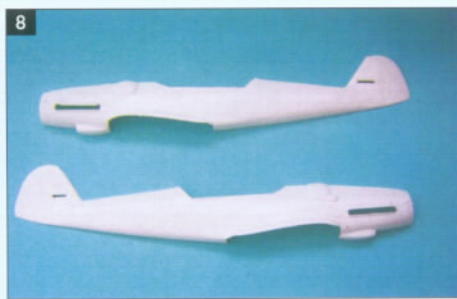
and wing bays in place as they provide extra rigidity and help prevent distortion whilst sanding down. Constant checking is the key here, and to assist I used the spinner backplate from the kit to check the nose area, and also the vacform canopy. Everything must be right to take the canopy, so I always cut it out and use it to check progress of sanding the fuselage halves.

Once satisfied with the fit, the waste areas on the cockpit and wing openings were cut away. At this stage it is worth doing a dry run of the major parts to ensure that everything is going to fit (Photo 6). It is a compliment to both Falcon and Academy that the upper wing-to-fuselage join is perfect (Photo 7), particularly as these are not designed for each other. I also opened up the slots for the engine exhausts,

and the oil cooler under the nose. The completed basic fuselage halves can be seen in Photo 8.

Falcon provide a set of basic vacform parts for the cockpit with a couple of seats, instrument panels, floors and bulkheads. I happened to have a ready made cockpit 'tub' from a Hasegawa Bf 109G-6 and also a second unmade Hasegawa G-6 that I robbed of its cockpit parts, so I decided to build my G-12's double cockpit using these (Photo 9). Doubtless it would be possible to use the Academy cockpit parts but I liked the idea of using the two consistent Hasegawa sets. As the front cockpit had already been made and painted, I decided that my G-12 had retained its nose cannon, as the cover for the breech protrudes right in between the rudder pedals, and even if it had been removed the cover





itself may well have been left in place. For the second cockpit I used the floor and rear bulkhead provided by Falcon, and adapted the Hasegawa sidewalls to fit. The seat, instrument panel and coaming are from the Falcon set.

The second panel on the G-12 was nothing like a standard '109's, so it is best to go with Falcon's. The control column and rudder pedals are Hasegawa's. At first I modified the sidewalls to fill-in the cut-out at their forward ends, but then realised that I had to make a cut-out anyway to fit the instrument panel. The advantage of using Falcon's rear bulkhead and floor is that it sets up all the correct spacing (Photo 10). The additional parts were all given a coat of Humbrol 67 Panzer Grey (Photo 11), and when dry a coat of Johnsons Klear followed by a thinned 40:60 wash of Humbrol matt black to provide 'shadow' in the recesses. Once this was all thoroughly dry it was dry-brushed with lighter shades of grey to lift out the detail. A set of Eduard etched belts for each seat, and the cockpits were virtually done (Photo 12).

The Academy exhausts and oil cooler were inserted from the inside (Photo 13), and a trial fit of the cockpit, fuselage, and wings undertaken. The good news was that the Academy wings fitted beautifully, as if they were made for this conversion. The bad news was that somewhere along the line I had taken too much material off the underside of the fuselage halves where the rear of the wing meets

it (Photo 14). This was causing a gap, but it was easily fixed by a length of plasticard secured inside one fuselage half, which had the double benefit of strengthening the join and providing something for the lower wing to butt-on to. Thinking ahead, I cut a circle of 40-thou plasticard to fit in the extreme nose and help support a prop shaft. At this stage slots were cut into the tailplane roots.

The cockpit was located in the right fuselage half and lined up with the top ledge, before Mek-Pak was run around with a brush to secure it. Mek-Pak is one of the gentler liquid cements that gives a very strong bond without attacking the thin plastic of vacform parts. The other fuselage half was then offered up and secured with more Mek-Pak.

Wings

The Academy kit's wings come as single full-span lower half, with separate upper halves. The G-6 had wider wheels fitted, requiring a bulge on each upper wing. The Academy kit has separate bulges that have to be attached. The wheel wells themselves are a little basic, so a couple of strengthening strips were cut from thin plasticard and glued in to the inner 'roof' of each well. The wings themselves are supplied fully closed, i.e. with all flaps and slats in an 'up' and closed configuration. Whilst this may be technically correct, the vast majority of photographs of '109s on the ground show the trailing-edge flaps lowered and the

leading-edge slats popped open. Falcon thoughtfully provide a pair of leading-edge slats, so the corresponding areas on the wing were cut out (Photo 15). Likewise the trailing-edge flaps were carefully removed and put aside. The flaps for the radiators also had a moving section on the upper surface, which could move upwards to increase airflow through them. I decided against removing these sections so as to retain the strength of the upper wing-to-fuselage join. The trailing-edge radiator flaps were given rib detail on their inner surfaces from plastic strip, and the upper and lower full flap sections glued together. They had a gap on their leading-edges, so more plastic strip was glued on here, and when dry sanded back to give a rounded leading edge to each flap section (Photo 16).

I then needed to fill inside the leading-edge slats where there was now a gap. Needing a couple of thin curved sections to fill these spaces, I realised that I had the perfect solution — the sections I had just removed — so these were glued back to the underside of each upper wing section, and sanded back on the bottom so that the upper wings fitted flush to the lower wing again (Photo 17). The lower wing also needed some spar detail adding where the flaps had been removed, which also helped to support the upper wing (Photo 18).

The lower wing was then placed in the gap in the fuselage, and each upper wing taped on, fitting on to

Bf 109G-12



'Yellow 27' (factory code BJ+DZ), of I./JG101. This aircraft was a converted Bf109G-4 airframe. Note the small size of the Hakenkreuz and the non-standard dimensions of the fuselage Balkenkreuz



'Black 514', belonging to II./JG104 based at Passau, Germany



'Black 512', also belonging to II./JG104 at Passau

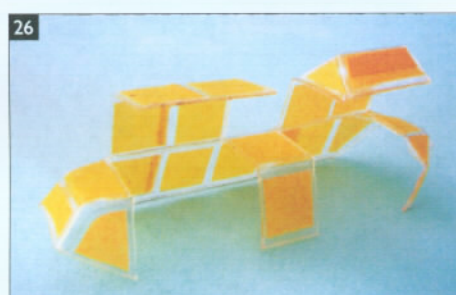
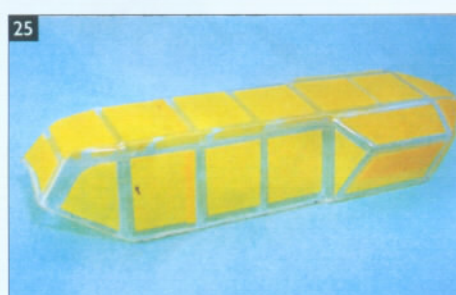
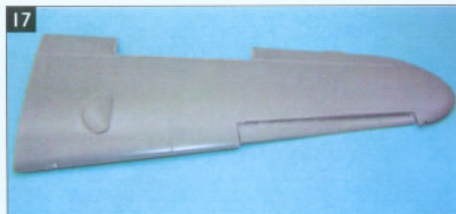
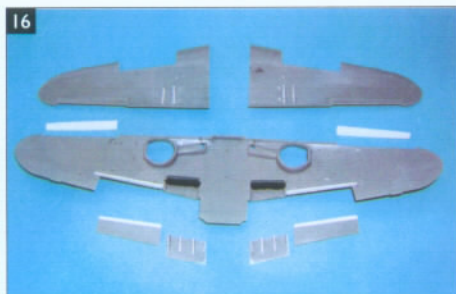


'White 40' (factory code SJ+??), a converted G-6 airframe operated by I./JG107, Pau, France, 1944



'Yellow 242', belonging to JG105

JB
© MMV



the ledge on the fuselage wingroot. Mek-Pak was then brushed in to all the joining surfaces (Photo 19). Once dry, cleaning up of the fuselage and wing seams started (Photo 20), with white Milliput, particularly on the lower fuselage where it met the wing trailing-edge (Photo 21). The characteristic panel lines for each rear fuselage section did not really show up at all on the model, so using the spare Academy fuselage as a guide I drew them on with pencil, and then engraved with a No. 11 knife blade (Photo 22). The air intake and one of the Academy tailwheels were fixed (Photo 23), and initially the separate flaps were reattached at suitable angles (Photo 24), though the leading-edge slats were just Blu-Tacked on until painting was completed.

The canopy

The canopy is easier to mask before it is glued in place, so Tamiya tape and a new knife blade were used to create the masks. I just placed an oversized piece of tape on each section to be masked, using one straight edge of the tape on one of the edges of the panel to be masked. There are then only three more edges per panel to be cut out! Being a German aeroplane, there are plenty of panels to do, but it is not too difficult, just a bit slow to complete (Photo 25).

I wanted to display the canopy with its two opening sections in the hinged upward configuration, so gently cut through the downward

sections of each, but only scored along the hinge lines so that they could be bent up into the open position (Photo 26). They were then taped shut from the inside, as I could prise them open from the outside once painting was completed. The cockpit sills were painted the same dark grey as used for the cockpit (Photo 27) and a clear slip of plastic attached to the gunsight to represent the reflector. The canopy was then attached to the fuselage. It is too difficult to run Mek-Pak along the join without the risk of spoiling the clear sections, and using cyanoacrylate runs a high risk of fogging, so I ran a fine bead of Araldite along the canopy edge with a cocktail stick, taking care not to apply any on the opening sections. As this is a Falcon canopy, it fitted

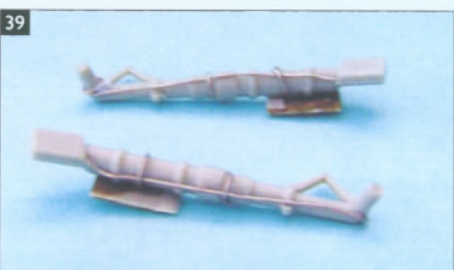
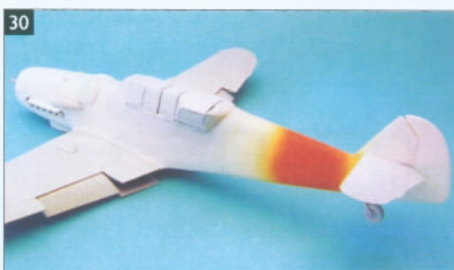
perfectly and was held in place with strips of tape while the Araldite set. Once these were removed the basic airframe was ready for painting (Photo 28).

Painting

There are not too many good references on G-12 colour schemes, so I settled on the one described on Falcon's instructions for 'Yellow 60' at Neubiberg in May 1945. This is in the classic Bf 109G scheme of RLM 76 undersides, with the upper surfaces and mottling in RLM 74/75. The side view on Falcon's instructions shows that it had a rear fuselage band, but the colour is not given. The same 'hatching' is used on the side view for the Bf 109G-14 conversion, which says the band was yellow. Given that this was a trainer that seemed sensible enough for me, so yellow it was. 'Yellow 60' also had a spinner spiral, which can be an absolute pig to apply. I was able to obtain the yellow numerals from Aeromaster sheet 48-047 'Luftwaffe Fighter Numbers' which contains a double sheet with plain white, black-outlined white, plain black, white-outlined black, white-outlined red, and black-outlined yellow in various styles.

With the basic airframe assembled, but without all the 'fiddly bits' that are all too easy to knock off and lose, the first job was the spray the exterior of the canopy frames with the interior colour (Photo 29). After this a coat of Halfords White Plastic Primer aerosol was misted on in a couple of coats.





This showed up a couple of minor blemishes that were attended to, and the whole airframe was then rubbed-down with fine steel wool.

The first proper colour to go on was Testors' acrylic Gelb 04 for the fuselage band (Photo 30). Once this was dry it was masked off with Tamiya tape. I find the best way to do fuselage bands is to cut two thin strips about one or two millimetres wide that will go around the circumference of the fuselage, using these to form each side of the band, then infill with more tape. Doing it this way avoids all the wrinkles you would get with a single piece of tape on a tapering fuselage.

An overall coat of Lifecolor acrylic RLM 78 was airbrushed over the underside and fuselage. Next up were the two greys for the upper surfaces, and I decided to tackle these in two stages to keep the masking complexity down. First was the upper fuselage, and not being able to freehand spray a straight line in two colours I opted for a thin sausage of Blu-Tack applied to each fuselage side roughly along the level of the bottom canopy sill (Photo 31). The wingroots were also masked, and the whole of the fuselage sides filled in with more masking tape and Blu-Tack to protect the area that would later be mottled. On went the lighter grey (Photo 32), followed by the darker grey, both from the Testors acrylic range. I was not that happy with the 'feathering' between the two greys (Photo 33). It

was way too wide and out of scale, so out with the Blu-Tack again to protect the dark grey (Photo 34), and I resprayed the medium grey, giving a much more acceptable demarcation.

Happy with this, I removed all the masking from the greys (Photo 35) and realised I had got the wingroots wrong! The grey of the wing should extend up the fuselage fillet. So, with a bit more masking (Photo 36) this was sorted out. I then started to think about the mottling. I don't have too happy a history with doing Luftwaffe mottling, though I seem to have mastered the 'runny splat'! I've found what works best for me is not to use acrylics, but to switch to enamels for mottling. I can't get the right consistency with acrylics; it is

either too thick or, more likely, too watery. However, with good old Humbrol enamels and the compressor set low at around 0.5-1 bar I can get just the right mix and control on my airbrush. I used Humbrol 67 with a touch of light grey for the RLM 74 mottles (Photo 37), then lightened it a bit more by eye to do the RLM 75 mottles. To tone and blend it all I finished off by passing the airbrush quickly down each fuselage side from about 18 inches away.

The masking on the yellow band then came off (Photo 38), and where a small amount of RLM76 had bled under the tape a little gentle work with a wooden cocktail stick soon put things right.

Undercarriage

The Academy undercarriage is quite good, and has the fatter tyres fitted to the later '109G models. Brake lines were added from fuse wire, and the legs and wheel wells brush-painted RLM02 (Photo 39). The wheel hubs were black, and the tyres done in a mix of matt black and Humbrol 67 Panzer Grey. Here, the colour to aim for is a darkish grey that stands apart from the black of the wheel hub. Tyres are never black, and after painting I dry-brushed them with medium and even light grey to lighten them further. To finish them off I stuck each one on a blunted cocktail stick, and 'dusted' them with sand-coloured paint from my airbrush, so it looked as though the tyres had rolled through mud and dust.



Bf 109G-12



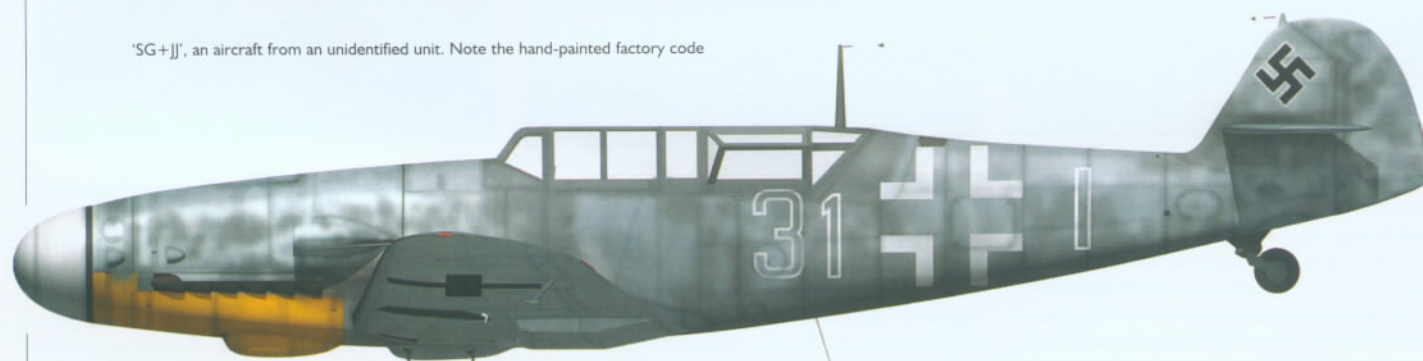
'Yellow 60', belonging to JG105. Note that this aircraft has a white-walled rear tyre, which may indicate that it is a converted G-2 or G-4/Trop airframe



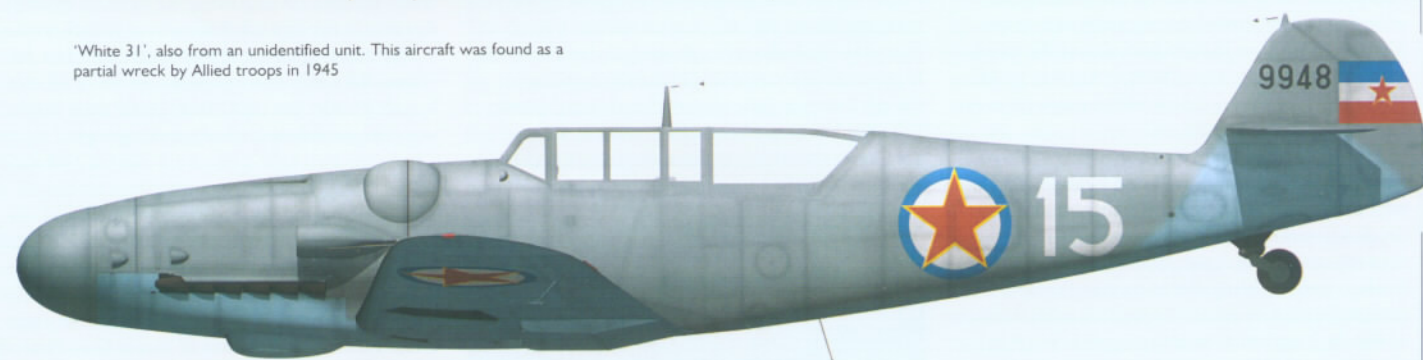
'Yellow 64', also belonging to JG105



'SG+JJ', an aircraft from an unidentified unit. Note the hand-painted factory code



'White 31', also from an unidentified unit. This aircraft was found as a partial wreck by Allied troops in 1945

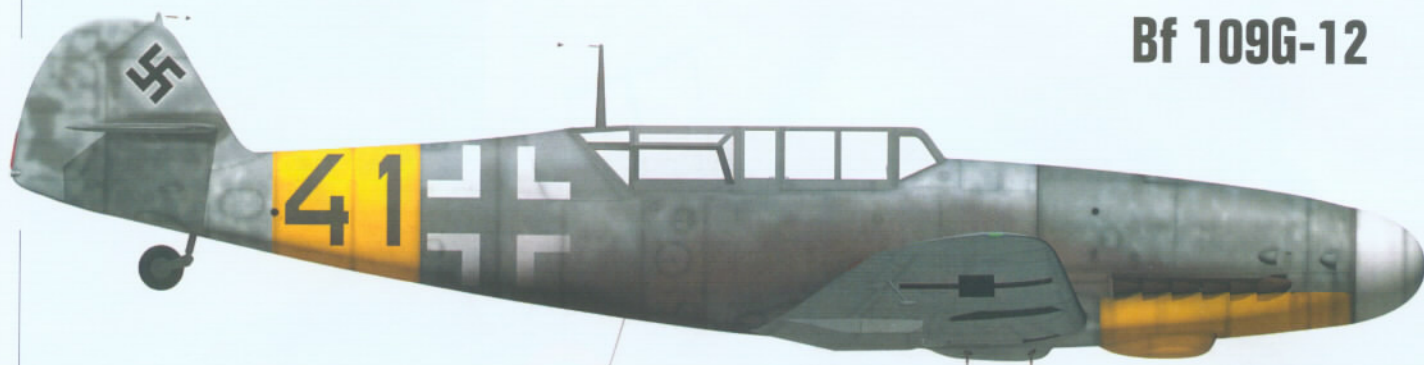


No 9615/ 'White 15', and converted G-6 airframe operated by the Yugoslav Air Force. This aircraft was from the HQ wing of the 44th Fighter Group, based at Zadar in 1951. It also flew from Cerklje airbase in 1949, with the 83rd Fighter Regiment. Yugoslavia acquired at least 6 G-12s from Bulgaria in 1949 as war reparations. This particular aircraft, however, was converted from a G-6 in Yugoslav workshops. Note that the rear pilot's position is covered by an Erla Haube, with a short aerial mast placed further forward - both features which differ from G-12s operated by the Luftwaffe

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Bf 109G-12



'Black 41', possibly a converted G-4 airframe, flown by 5./JG108 based at Bögrönd, Hungary in 1944



'White 20', an aircraft operated 3^a Squadriglia, 2^o Gruppo Caccia ANR, based at Aviano, December 1944



Detail of the 300 litre droptank carried by most G-12s when on operational flights

References:

- 'Camouflage and Markings of the Aeronautica Nazionale Repubblicana, 1943-1945' – Ferdinando D'Amico & Gabriele Valentini, Classic/Midland Publishing 2005
- 'Messerschmitt Bf 109F, G & K series - An Illustrated Story' – Jochen Prien & Peter Rodeike, Schiffer 1995
- 'Falcon's Bf 109 Hangar' – www.messerschmitt-bf109.de

Acknowledgements:

- Many thanks to Nenad Miklusev for the information he provided about Yugoslav G-12s. Website: www.aeropoxy.tk

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One of the reasons I chose 'Yellow 60' was that it had its lower undercarriage doors removed, which was not that unusual later in the war, but is rarely depicted in model form. Looking at various photographs, it is clear that the whole door was not removed, but the upper section was left on. I therefore cut the lower section off each part (Photo 40), and just cemented the uppers to the leg. It gives the '109 an unusual 'stalky' look and was done to prevent build-up of mud between the wheel and the door.

Propeller

Painting the prop itself was simple enough, just a coat of RLM 71 Schwartzgrün, and a bit of chipping applied when it was dry. The real fun was with the spinner, and putting that spiral on. The Academy kit's decal sheet comes with both black and white spirals. I needed the latter and so applied it to the black-painted spinner. It went on reasonably well, but had plenty of wrinkles due to the compound curves. I applied plenty of Micro Sol and over the next couple of days carefully slit any remaining wrinkles, applied more Sol, and left it for another 24 hours. The result was not perfect, but acceptable.

Decalling and weathering

I mostly used the decals from the Academy kit, as it comes with a full set of stencilling and national insignia, but unfortunately no swastika, which I had to get from a Hasegawa kit. The whole model received a brush-painted coat of Johnson's Klear as a



base for the decals, and another coat to protect them once they were on (Photo 41).

I like to keep weathering fairly subtle, as I think it is very easy to make it look unrealistic by overdoing it. I made up a mix of 50:50 artists' burnt umber oil paint and Humbrol matt black, thinned with around 70% white spirit. This was then painted along all the panel lines (Photo 42), and after about five minutes wiped off with a lint-free cloth in the direction of the airflow. It should leave slightly accentuated panel lines (Photo 43), but if any areas look overdone, just dab them with the cloth and a spot of white spirit. I use a slightly darker mix on the control surface panel lines to make them stand out more



than the surrounding airframe.

When all was done, the undercarriage and prop were fixed, and a couple of light coats of Humbrol satin varnish misted on (Photo 44). I have tried many different makes of varnish but still find that Humbrol satin gives just the right amount of sheen for a WW2 fighter.

Finishing off

Finally, the masking came off the canopy and it was a relief that there had been no paint creep, just the odd chip here and there. These were easily touched up, and the movable sections of the canopy were prised open and the tape taken off the inside. The





moving sections won't stand too much opening and closing before they crack off, so I fixed a short length of stretched sprue on each as props, as shown on the Falcon instructions. A couple of little fuse wire grab-handles were fixed inside the movable sections with white glue. A short radio mast was fitted, and rigged with invisible thread run from the tip of the fin, with a short connection to the radio gear running down to a pre-drilled hole in the rear of the fuselage. The Academy kit has a nice little handcrank for the engine, so I drilled a hole in the starboard side of the cowl and installed it, ready to have the engine turned over!

The final touch was to add a dirty exhaust streak along the fuselage. I used a mix of black and brown pastel chalks, each scraped off a chalk stick to give a powder that was blended to give a good exhaust colour. This was applied with an old No. 1 brush, heavier near the exhaust stubs and thinning out as it went down the fuselage. If you don't like the effect a damp cloth will remove it and you can start again, but really it is quite easy to do and very effective. I always do it once the model has been varnished because it works best on a slightly matt finish, and not at all well on a gloss surface.



Conclusion

I always hugely enjoy Falcon vacforms. There is something about the quality of their mouldings and fun to be had working out the scratchbuilding/kitbashing to enhance the detail areas. Although it has been around for many years now, this little set is a terrific idea as it gives you three conversions on one A4-sized sheet. OK, so the Bf 109G-14 is now available as an injection-moulded kit, but it is still worth getting for the other two. If you have ever wanted to have a go at a vacforms then this is probably the ideal way to start. Most of the bits you need will be donated from a standard kit, but you will gain some good experience doing the vacform

fuselages and end up with something different. Using the Academy and Airfix kits keeps costs down and lowers the overall risk. A big bonus with the Academy kit is all the spare Bf 109 goodies you get — spoked wheels, short and long tailwheels, Wfr Gr 21, sc250 bomb, and a 4 x 50 Kg bomb carrier.

So, I now have a spare Academy Bf 109G fuselage, and wheels in the mind are beginning to turn. I see the vision of a twin fuselage Bf 109Z forming: get another kit, figure out how to make a new wing centre-section... I might. I just might, you know!

John Stokes



Focke-Wulf Fw 190S

I include this one here as it came on the same 'Triple Conversion' sheet as the Bf 109G-12, and makes the set even better value for money. Construction is very similar to that of the '109, so I won't repeat all the detail here, but just give a brief summary.

Like the Messerschmitt's, the replacement fuselage is vacformed, and you also get vacformed parts for the second cockpit floor, bulkheads, seats, plus an excellent crystal clear canopy.

The donor kit this time was an Airfix Fw 190, which is easy to get as it is the kit packaged by Airfix. Everything fitted together well, and construction presented no real problems. The main thing to be aware of, whether using this conversion or just building the Airfix/Airfix kit from the box, is that the main undercarriage legs are too long. They need cutting down by 5mm, which is best removed from the oleo area. You will have to remove and then reattach the scissor links. The kit's wheels are a complete fantasy and need replacing with suitable items.

I used the Airfix cockpit and the Falcon parts for the second cockpit, with bits and bobs from the spares box to enhance it. Of course, you could always use a Tamiya Fw 190 kit to base this conversion on if you want even better results. The Fw 190S had all armament removed, so that needs to be deleted from the model and the holes in the wings filled.

I chose a colour scheme for 'Red 54' from an unknown unit shown as a profile on page 28 of *Aircraft Monograph No. 4* from A.J. Press. I discarded the Airfix decals and used the Aeromaster sheet again for the numerals, and got the national markings from the spares box, mostly from Tamiya kits.



Quick Build



1/48th Scale

Manufactured by



Imported in UK by

Amerang

Bent-Wing CAG Bird

Hasegawa's post-war F4U-5 Corsair, built by Christopher Cowx

The F4U Corsair needs no introduction to aviation enthusiasts and modellers. It has long been a favourite due to its distinctive looks, long combat history and impressive string of accomplishments. Combine those with the wide variety of camouflage schemes and markings and many interesting personalities associated with the aircraft and you have a sure winner!

First flown in prototype form on May 29, 1940, the XF4U-1 underwent numerous changes in armament and airframe, such as the changing of the original single .30 and four .50 machine guns to the production version's six wing-mounted .50s. This affected wing fuel tankage and required a larger forward fuselage tank which in turn forced the relocation of the cockpit to its distinctive rearward location. It used the most powerful radial engine available — the 2,000hp Pratt & Whitney R-2800 — and this required the largest propeller ever installed on a fighter at that time. The distinctive gull wing came about in order to give the prop adequate deck clearance without an excessively long landing gear. The result of all this engineering was the U.S. Navy's first 400mph fighter aircraft.

The very first F4U-1 'Birdcage' models made their debut in the Solomon Islands in February 1943. Ironically, they were at first flown by the Marines because the Navy deemed the Corsair's handling not suitable for carrier operations. Usually the Marines got the cast-offs and the Navy got the latest aircraft. Corsairs were operated by the USN and USMC in virtually every campaign until the end of the war, gaining one of the best kill/loss ratios of any fighter of its era.

They also went on to serve in the Royal New Zealand Air Force and British Fleet Air Arm during



WWII. In fact, the FAA were first to clear the Corsair for carrier operations and did so a full nine months before the US Navy followed suit. The final Victoria Cross of the war was won, posthumously, by Canadian-borne Corsair pilot Lt Cdr Robert 'Hammy' Gray 1841 Squadron, Fleet Air Arm, in an anti-shipping strike just days before the end of hostilities. Operating from HMS *Formidable*, Gray attacked Japanese ships in Onagawa Bay off northern Honshu on August 9, 1945. Despite taking cannon and machine-gun fire that set his Corsair ablaze and blew off one of the 500lb bombs he was carrying, Gray pressed home his attack, sinking the ocean escort ship *Amakusa* before the Corsair rolled over and crashed into the sea. Gray was the last Canadian to die in combat in WWII.

Post-war, upgraded versions of the Corsair served in front-line service well into the Korean War in both fighter-bomber and radar-equipped night fighter roles. In fact the world's last propeller-driven ace made his kills in a Corsair in Korea. Post Korea the 'Bent-Wing Bird' was replaced by jets in US front-line service, but soldiered on for years in US Navy Reserve units, with the French Navy, and with several Latin American air arms. The very last time a Corsair fired its guns in anger was in the so-called Soccer War between Haiti and the Dominican Republic in 1969.

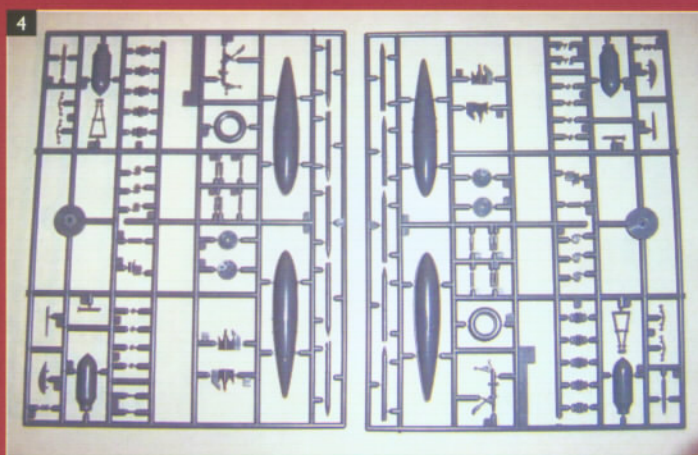
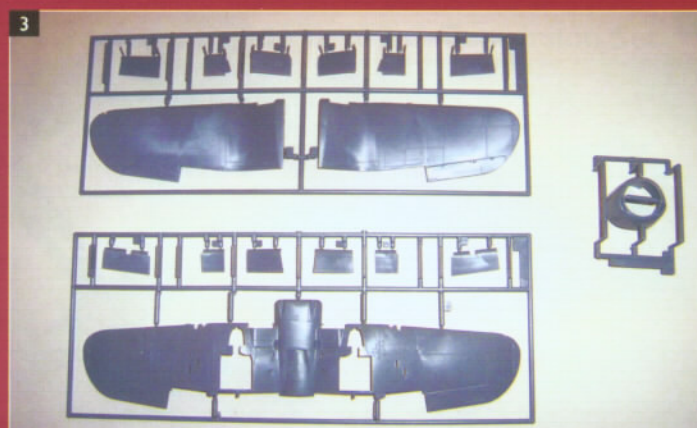
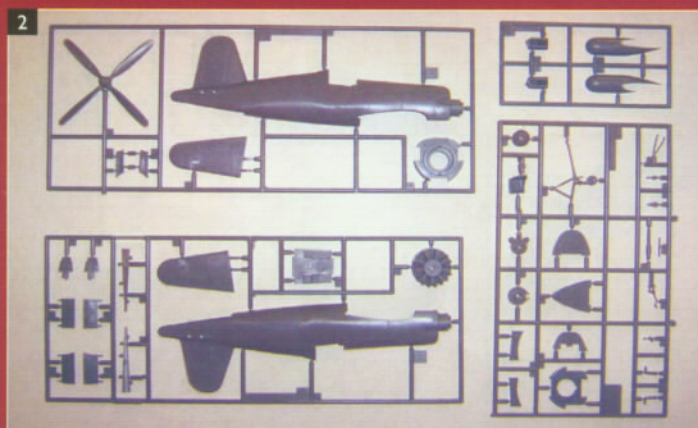
The Kit

This is the Hasegawa release of the post-war F4U-5

variant of the Corsair (Photo 1), billed as a 'CAG' (Commander Air Group) aircraft. The plastic appears to be identical to their earlier F4U-5N night fighter, down to the redundant radar pod still on the sprues (Photos 2, 3 & 4), so the only differences are in the decals and instructions, in keeping with Hasegawa's policy of getting the most out of their moulds.

As one would expect from a recent Hasegawa kit, the overall quality is excellent. Surface detail is very, very nice and includes a reasonable amount of rivet detail without being overdone. Mouldings are crisp, and the trailing-edges are quite thin. Trim tab actuators and similar details are also well done. I was especially pleased to see that some extra thought had been put into the kit's engineering. For example, Hasegawa have incorporated features such as interlocking tabs where the horizontal stabilisers join. The rocket's fins are similarly keyed for alignment, and the lowered flaps are simply and positively attached. Little niceties like separate wheel hubs make the modeller's life easier for painting. The clear parts are acceptably thin, distortion-free, and have been cleverly moulded with bevelled edges where possible, giving an impression of being even thinner than they really are. This should prove to be an easy kit for a modeller of moderate skills to assemble and have a well-aligned, solid result.

Some minor complaints. There are a few seams that would not be expected on a kit of this quality. The nose section has a mould misalignment at about the thickest point in the wing — apparently as a result of a different nose being grafted on for this variant — but it runs near some panel detail and will require sanding to rectify. The detail should not be affected overmuch, but some rescribing will likely be necessary. The canopy is marred by a seam that runs down its centreline. A simple light sand and polish, plus a dip in Future (Klear) or similar, should take care of it. I was surprised to see that the wingtip



navigation lights were not supplied as separate clear pieces.

The cockpit also is not quite up to the Hasegawa's recent high standards, being fairly simple, and its moulded in seatbelts are a disappointment. Similarly the rudder pedals are moulded as part of the forward bulkhead, and the upper sidewalls above the consoles are bare. On the plus side, the details on the instrument panel and side consoles are very nice. It should be good enough for most, but the open canopy superdetailing crowd may want to add more.

The decals are a bit thinner than usual for Hasegawa, and have their characteristic 'cream'-coloured white areas. Colour density is not bad, but the overall Sea Blue Gloss scheme that is one of the kit options will certainly pose a challenge.

The Build

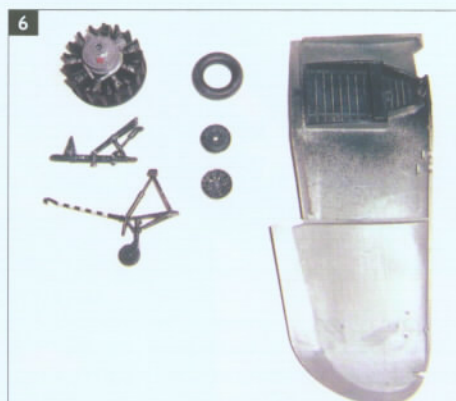
I decided to start with a general painting of major subassemblies — engine, landing gear doors, main and tail gear components, wheel wells and the cockpit. The instructions call colours out in Gunze Sangyo codes. For most of the smaller details used these, but for the main colour, Sea Blue Gloss FS15042, I decided to go with Model Master #1717 as I prefer to use enamels for large gloss areas, while faster drying acrylics are nice for interiors and smaller details. Once the major items were painted I gave them overnight for drying before proceeding to washes, dry-brushing and detail work (Photos 5 & 6).

One thing to be aware of is that the Hasegawa colour instructions are not correct for the cockpit. It was not entirely Interior Green as they would have you believe, but a combination of black and green. I used Gunze Sangyo Tire Black to provide some contrast to the instruments and a slightly lightened green for the rest.

First up for detail painting was the engine, which

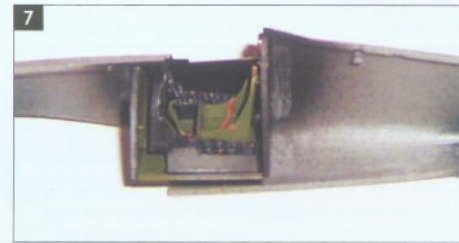
had been given a coat of flat black. I gave the cylinders a dry-brushing with silver and painted the pushrods gloss black. The grey crankcase, ignition and reduction gear housing were given a wash of thinned black enamel and dry-brushed lightly with silver for a metallic look. As with the cockpit, those that are fussy about such things would be wise to do a bit of research into colours for the ignition ring, magnetos etc.

I didn't feel that there would be any point to giving either the black or Sea Blue interior and landing gear components a wash due to their dark colour. However, they did receive a dry-brush with medium grey and then a light dry-brush of silver. The landing



gear was finished off with Testor's Chrome Silver on the oleo strut and various shades of grey dry-brushing on the tyres.

The green interior areas were dry-brushed in a lighter shade of green, having previously received a wash of thinned black. Silver was dry-brushed more heavily onto the rudder pedals and the seat to represent wear. Afterwards the belts and a few detail



items were picked out in various colours to add some life to this area (Photo 7).

For the instrument panel I tried something new for me: I used the kit-supplied decal. After application I used Gunze's Mr Mark decal softener. If you ever use kit decals from Japanese manufacturers do get this product. It works wonders in getting the usual 'horse blanket' material that these decals are often printed on to settle amazingly well! After the decals had settled I gave a very careful dry-brushing around the edges, and then a flat coat. The final touch was a drop of clear Future/Klear in each instrument face to represent the glass.

The fuselage fits together very well. The only tip here is that you might wish to install a spreader bar in the forward area (Photo 8), because when you go to mate the wing you will find that the front fuselage is a bit narrower than the section attached to the wing, resulting in a small step on the lower nose ahead of the wingroot. It would be easy to sand and putty but in the process you will lose a bit of detail that is not easy to replace.

The wings also were not a problem to assemble, although I did find the upper halves required care to get them to line up correctly. If not done right you will find yourself with a step at the tip which will require some sanding and rescribing of the navigation light. Another area on which to exercise some care is the wingroot oil coolers; test-fit before applying glue.



The wing-to-fuselage joint is nearly perfect and does not require any special attention. A quick warning: the instructions can be a bit vague on which holes to drill out for the various underwing stores (Photo 9). Don't ask why I know this!

Overall the main airframe fits exactly as one would expect from a new release Hasegawa kit. The only filler used was a couple of tiny scrapings of Tamiya putty that was wiped away with a Q-Tip to avoid losing detail. Rescribing was minimal and the only sanding needed was a light swipe or two with a sanding stick to smooth the seams. It also seems to self-align rather well, and again I must say this kit is one of the better-engineered ones that I have seen from this maker.

After painting the main airframe I let it all dry for a couple of days before installing the main landing gear and tailwheel in order to make the model easier to handle during decalling and final assembly. The tailwheel fitted very well; the main gear attachment was rather loose. This made care in alignment necessary and required the use of a gap-filling glue such as epoxy or a thick CA type glue. The separate flaps went in beautifully.

Then it was time for decalling and weathering. The decals (Photo 10) were usable but not the best. I liked the Navy scheme for a CAG F4U-5 stationed at Cherry Point, North Carolina in 1950 rather than the alternative US Marine Corps version offered in the kit. It also offered the most challenge as it required use of multi-coloured red/white/blue/yellow/green CAG stripes on the propeller boss and fin tip. I dislike using decals where paint should go, but the complexity of painting them was beyond the scope of a build like this so I took Mr Mark decal softener in hand and went to it. They went on surprisingly well (Photo 11), though the fin tip decal did not fit perfectly. The good news was that colour density was up to the challenge of the Sea Blue scheme, and the



white was actually white when applied. The main problem that I had with the decals was a strong tendency to silver. Virtually each one had to be slit with a sharp blade and have setting solution reapplied. Weathering was sparing, as the plane was carrier-borne I believe well maintained. I contented myself with spraying some exhaust stains using Gunze Soot and a light grey.

At this point I painted and installed all of the little bits such as canopy framing, pitot, antenna and ordnance. I chose to go with the bombs and rockets (Photo 12), though I am not 100% sure that the bombs are correct for these schemes.

Conclusion

I definitely liked this kit! I found that it went together extremely well overall and with the good engineering and simple paint scheme it is a very fast build. I would especially recommend it to either a newcomer who is looking to step into the world of high-end kits or an experienced modeller looking for a relaxing build that will give excellent results. The only minor quibbles are the decals (still better than many) and the missing detail in some areas of the cockpit. For all Korean War buffs and fans of the 'Bent-Wing Bird', this kit is a must.

Christopher Cox



Kawasaki T-4

Japan's equivalent of the Hawk and Alpha Jet, modelled from the Hasegawa 1/48 kit by Steve Evans

Number 1 in a short series of post-war Japanese jets

During the 1960s and early '70s the training requirements for the Japanese Air Self Defence Force (JASDF) were met by the venerable old workhorse Lockheed T-33 as well as the Japanese-designed Fuji T-1 (an aircraft heavily influenced by the F-86 Sabre, which Mitsubishi license-produced). But as the '80s approached it was clear that neither of these aircraft could hope to continue in this role.

The Japanese Defence Agency requested designs for a new subsonic trainer and chose, in 1981, Kawasaki design KA-851, known initially as the MTX. After much redesign and modification, it took to the air as the XT-4 on July 29, 1985.

The T-4 is a pretty straightforward design, looking like a cross between a Dassault-Breguet-Dornier Alpha Jet and a BAe Hawk. Powered by two indigenously-designed Ishikawajima-Harima F3-IHI-30 turbofans of 3,680 lbs thrust each and a maximum take-off weight of 16,537 lb, the little Kawasaki has a good power-to-weight ratio and manoeuvrability comparable to that of the F-15 Eagle, for which it is the primary jet trainer.

On its introduction into service in 1988, the T-4 was quite an advanced aircraft, using composite materials for many panels and control surfaces, an On Board Oxygen Generating System (OBOGS) and the first break-away canopy ejection system fitted to any JASDF aircraft.

A total of 208 T-4s was produced, and they have

been used in a variety of roles, primarily as trainers but also as squadron utility aircraft and the mount of the *Blue Impulse* formation display team. The *Blue Impulse* aircraft have a number of modifications for this role, including a stronger anti-birdstrike canopy, a ground proximity warning system (GPWS), smoke generators and a number of engine oil system modifications for prolonged inverted flight. No new T-4s are being built, but an upgrade is underway with new instrumentation to bring them closer to the F-15/F-16 standard 'glass cockpit' layout, as well as digital engine controls for improved response.

The kit

There is no doubt in my mind that Hasegawa put a little extra effort into those kits they see as being primarily for their home market.

This little trainer is no exception. In the top-opening box (with some nice artwork on the lid) are 10 sprues of light grey plastic, one of transparent and two lots of polycaps, making 117 parts (Photo 1). The grey plastic is beautifully formed with some excellent detail (Photo 2) both raised and engraved. All the panel lines are neatly engraved with clear, sharp demarcations and there is very little flash, even on the smallest parts.

The transparencies, however, are a bit of a let-down, with loads of tiny imperfections in the plastic — I'm not sure if they are air bubbles or

specks of coloured plastic in the moulding, and there is also a mould line running the length of both canopy and windscreen (more on this later).

Also in the box are the instructions and a truly superb decal sheet (Photo 3). The instructions are to Hasegawa's usual style, comprising a folding eight-page sheet containing a good history and data table, three pages of very clear construction drawings, a sprue diagram and two pages of markings and painting guide.

Construction

It's interior time again. As usual the cockpit comes first with nine-part ejection seats and well-detailed instrument panels. The seats are bare of any belts or strapping as they're supposed to be covered with the pilot/instructor figures provided, but I don't bother with little men and made up a set of belts using Olive Drab-painted masking tape and trimmed pieces of aluminium foil (Photo 4). According to the instructions the seat cushions are red, but I figured they'd be more of a brick red/brown until I found some interior shots of a real aircraft and they really are bright red!

The cockpit instrumentation has the usual option of either decals or hand-painting and whilst the decals are very nice they always look too flat when applied, so it was out with the acrylics and a very fine brush for painting. The cockpit itself is of very simple construction, with only five parts in

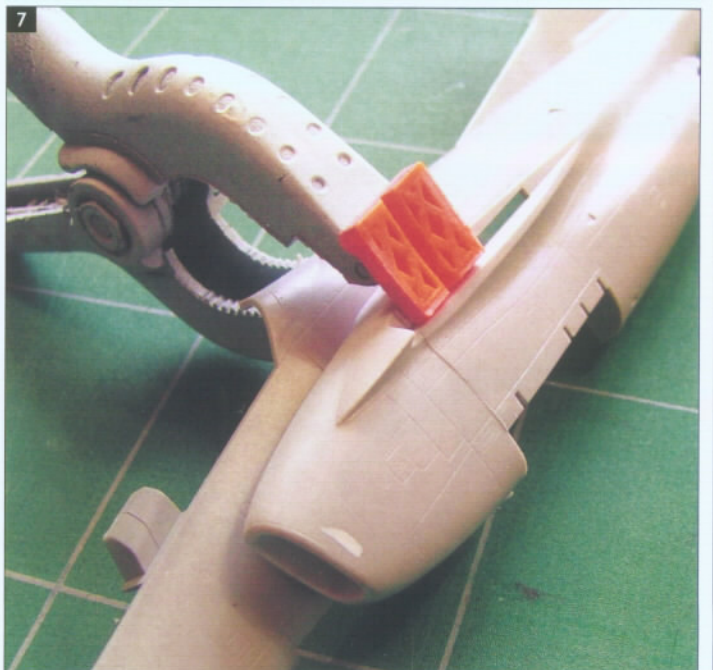
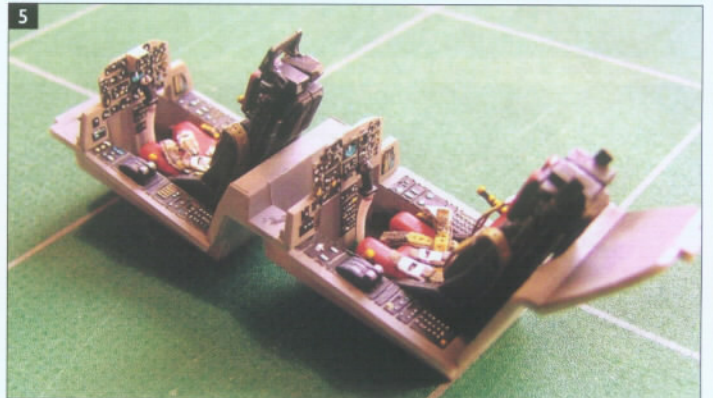
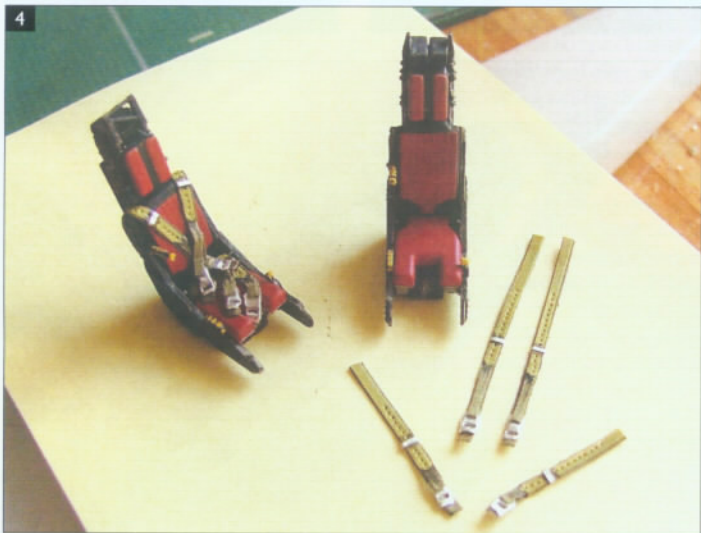
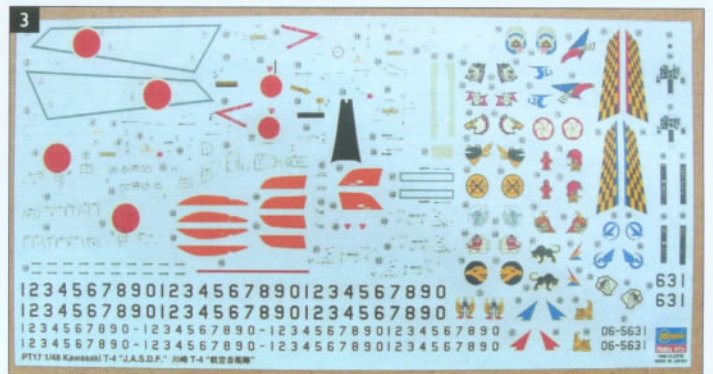
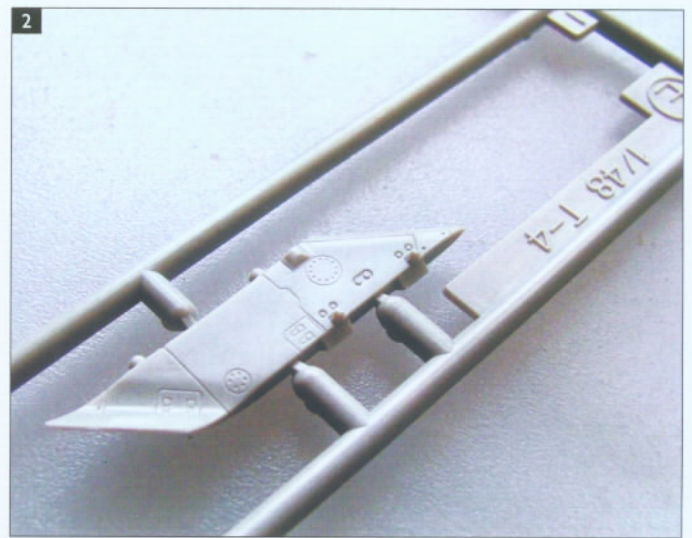
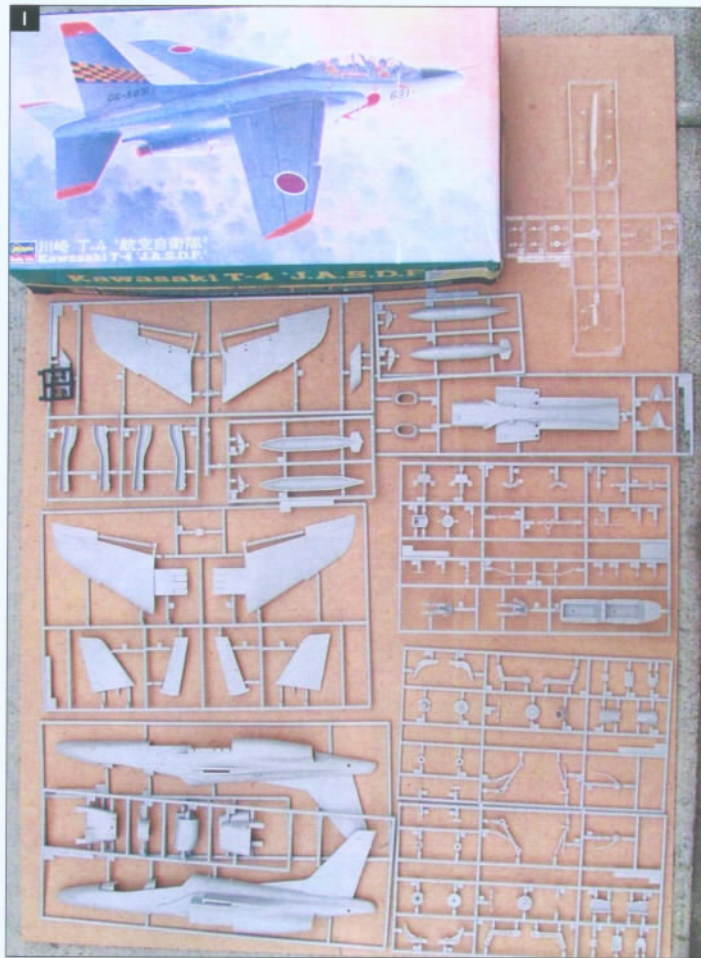
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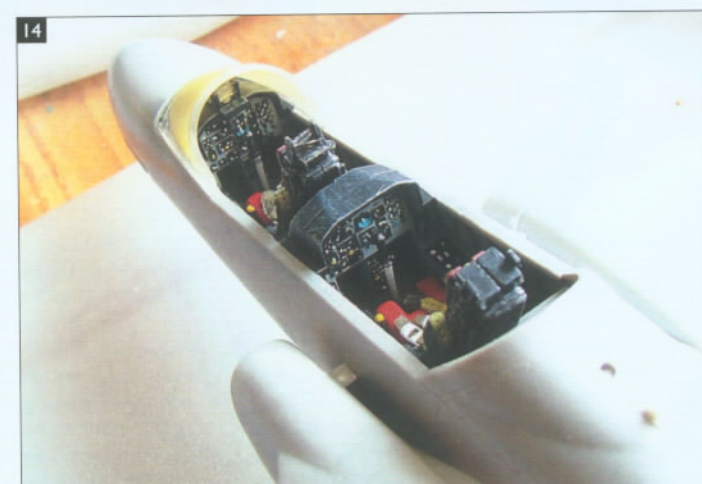
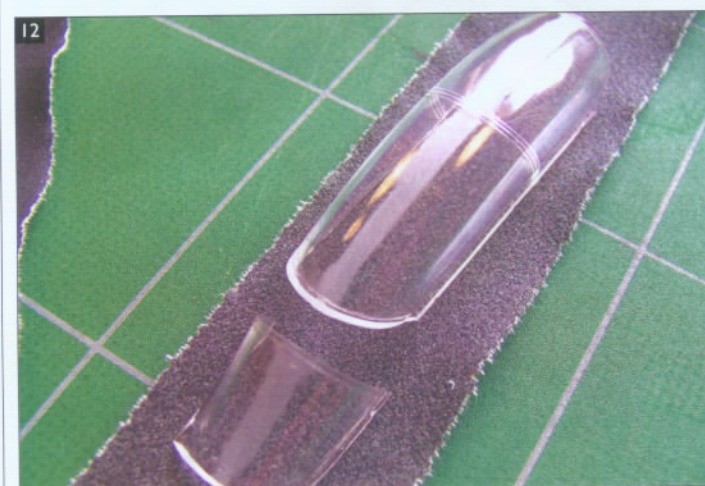
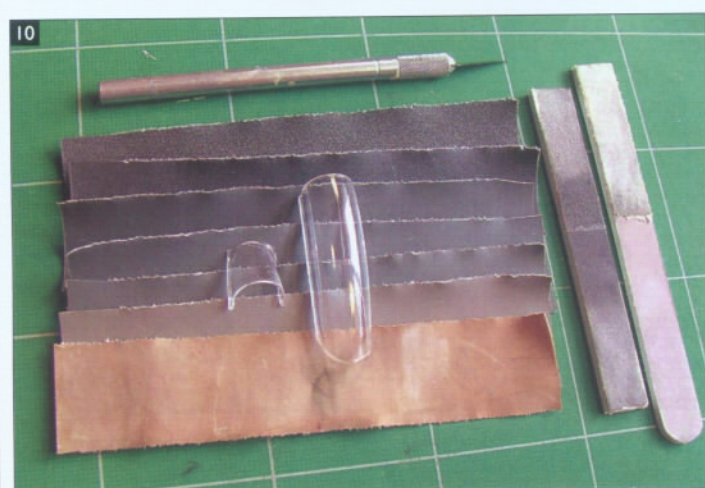
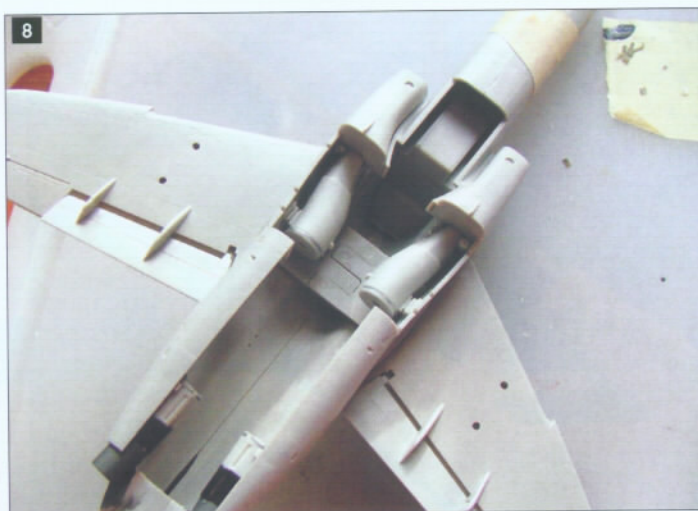
Manufactured by



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addition to the two seat assemblies, so that didn't take long (Photo 5).

That could not be said for the intakes. These are five-part sub-assemblies which include the intake trunking all the way through to the engine compressor faces — a lovely touch but tricky to construct and fit. The parts go together well enough but are not the best fit so there are numerous seams and joints that require filling (Photo 6). The fit of these sub-assemblies was not as good as it should have been, with the joint at the fuselage side under the wing requiring particularly careful filling and rubbing-down (Photo 7).

The parts breakdown of the fuselage is rather strange, as not only do you have the left and right halves but there is also an underfuselage insert,

which once again leaves a lot of joints to be blended-in later. The fuselage halves do go together well though, trapping between them the nose undercarriage bay, cockpit assembly, intakes, jet nozzles (previously built and painted) and the polycaps for fitting the tailplanes.

With this lot set aside I turned my attention to the wings. These are simple to construct, with pre-drooped flaps and an interlocking central spar. You have to decide at this point if the droptanks are to be fitted, as there are flashed-over holes to be drilled-out for their attachment. I usually like to have underwing stores fitted as they give the finished article a bit more character. The wings themselves fit very well with good, positive location not only with the fuselage but also with each other, thanks to that carry-through spar (Photo 8).

The bottom fuselage assembly contains the mainwheel bays, and these have a truly unique Hasegawa touch — polycaps trapped during construction for later fitment of the main undercarriage units. Hasegawa have done this with most of their modern jet kits and it works very well indeed. Once fitted, the lower fuselage part has to be carefully filled and sanded. The joints for the little fillets that fit behind the jet pipes also congregate around this point, leading to a fair bit of filler being used (Photo 9).

With that lot smoothed-off and the panel lines rescribed it was time for the canopy. If the canopy is to remain closed on a model I always like to have it fitted in place before the painting starts to give it a 'built-in' look, but this canopy would take some

work. The central mould line that appears on this and most of Hasegawa's 'blown' canopies is a by-product of the injection process, and although it's not particularly bad on this one, it is noticeable. Removal is straightforward, but requires some patience and effort. The necessary tools were: a brand-new No. 11 X-Acto blade, a couple of the sponge emery nail boards, and a whole range of Micro-Mesh abrasive cloth, in this case running from 1500- to 8000-grade (Photo 10).

Using the knife blade, I gently scraped away the raised portion with the front of the blade (Photo 11). This removed the tiny ridge, but left behind an opaque line running the whole length of the transparency. Then, using the Micro-Mesh wrapped around the emery boards, I rubbed along the line using finer and finer grades, gradually widening the rubbed-down area to minimise distortions (Photo 12). I took care to use very little pressure, just letting the abrasives 'float' over the surface, never removing too much material until, using the smoothest polishing side of one of the nail boards last, I had a gleaming canopy ready for a finishing touch coat of

Klear (Photo 13 — note all the tiny imperfections in the clear plastic). The canopy itself is quite plain. There are no mirrors, handles or details of any sort, and with a lack of good references to work from (or an Eduard fret,





which would have been nice) I elected to leave it rather than guess at any of the detail work.

With the canopy masked-up and fitted there were a couple of intakes on the rear fuselage and a pair of blade antennas under the nose and on the fin to fit and it was ready for a wash-down before painting commenced (Photo 14 shows the completed cockpit before being closed-in).

Colour Options

In the instructions there is a single colour scheme, overall Light Compass Ghost Gray FS36375 with Day-Glo tips to all the flying surfaces or slightly more Day-Glo orange for one version with the major part of the fin and two wing walkway stripes in orange. However due to the comprehensive nature of the decal sheet it is possible to model any T-4 in JASDF service (apart from the *Blue Impulse* machines which get their own kit). The markings on offer give you the choice of any machine from 26 squadrons (Photo 15), the only problem being that the instructions give no indication of what tail codes go with what squadron badge. That leaves

you to your own references or, if you're like me, you'll take the short cut of using one of only three markings actually shown on the sheet.

The painting itself was pretty straightforward, just a couple of coats of white primer (Photo 16), sprayed Day-Glo orange (Photo 17) and masked-off, then oversprayed with FS36375 (Photo 18), in this case Lifecolor UA026 (the Lifecolor Acrylics range is spot-on when it comes to FS colours). Once dry the masking was removed, the edges smoothed over and weathering began. This was also straightforward, just tiny amount of light grey pastel dust brushed along the panel lines, slightly heavier around the control surfaces that had their edges picked out with an HB pencil (Photo 19).

Apart from some detail painting of the blade aerials and the jet pipes, that really was it. The whole process took less than a day, which shows how simple the colour scheme really is.

After a couple of coats of Klear and one of Humbrol Gloss Cote it was on with the markings (Photo 20). I knew the decals weren't going to be quite so simple. Stencils, stencils, stencils, this decal sheet is one of the most complicated I have ever come across. (I lie. Since first writing this I have added to my collection the Hasegawa F-4EJ Kai...now *that* is a complicated decal sheet!) Not only does the T-4 sheet have all the normal markings but there is also a complex web of carrier film holding masses of tiny stencils that have to be carefully positioned. Because of this extensive film it is important to get a good gloss (hence my use of the Humbrol Gloss Cote as the final finish). The



decals themselves work very well, they are thin and slightly glossy and although they take quite a while to release from the backing sheet they move around on the model quite freely. As with any decals these need careful handling, but especially as the extended carrier film tends to fold up on itself. They have excellent colour and density and are in perfect register but some will need cutting to fit, noticeably around the flap hinges on the lower wing as well as the one along the leading-edge of the wing.

One problem I did encounter — more an annoyance really — was the serial numbers. Because the kit only has one complete number it's up to you to create the appropriate serial for your aircraft from separate number decals, which means that there are 14 numbers to put on the tail and another six on the nose, all requiring careful positioning and alignment. Suffice it to say the whole decaling process took me a couple of days, with careful use of setting solutions to make sure there was not a hint of silvering. Hasegawa's decals worked pretty well with Micro Sol and Set, with only one real failure, a light grey panel at the base of the fin (Photo 21) which curled up on itself and refused to settle down.

Serial Numbers

As those serial numbers were a bit of a headache for me I thought I'd tell you about Japan's numbering system. Aircraft of the JASDF all use a six-digit serial number with each digit representing information about the aircraft type, etc.







First digit: the year of manufacture, in my case 96-5771 means it was manufactured in 1999. Second digit: aircraft type, 6 being the T-4 designation as well as that for the F-104J and the Fuji T-7. Third digit: this tells us the role of the aircraft; 5 is for training aircraft. The last three digits: the individual number of the aircraft in the designated range. 601-808 were the numbers designated to the T-4 and mine was 771.

So, 96-5771 means it was manufactured in 1999 (9), it is a Kawasaki T-4 (6), it is a training aircraft (5) and it is the 170th aircraft of its type to be delivered (771).

Final Assembly

This is where everything finally came together with the fit of the various breakable bits left off earlier — the undercarriage units and droptanks. The undercarriage bays, as well as the gear itself, were painted gloss white and a burnt umber wash applied to bring out the details. Small data plates were

painted on all of the components and the whole lot assembled. It all goes together very well with the minimum of trimming required, the forward main gear doors remaining only partially open.

The droptanks are assembled and painted (FS36375) separately, care being taken with the decals for the pylons, as once again they were a mass of stencils on a large carrier film. These were then put into place paying attention to port and starboard as they are handed. This only left the pitot tubes and a tiny air data sensor on the nose and the T-4 was complete.

A couple of coats of well-thinned Humbrol Satin Cote were applied as well as a few touches of pastels around the jet pipes and it was time for the photos.

I reckon the look and 'sit' of a kit are just as important as measurements, and Hasegawa have done a fine job of getting all the lumps, bumps and curves of this little trainer in the right places. The T-4 was once described as an Alpha Jet on steroids, and that's pretty much what it looks like in its finished form.

Conclusions

I said at the beginning of this article that I believe Hasegawa always make just a touch more effort in the packaging of Japanese aircraft, and after making this kit I still stand by that statement. One glance at that seriously impressive decal sheet and you just know it's true. You can't fault them for

having pride in their own nation's achievements, this is after all an indigenous design.

The T-4 is little known outside of Japan, but it's an aircraft full of character. With the addition of the bold Japanese Hinomaru and their sometimes wacky tail art, this makes a fine starting point for my collection of post-war Japanese jets.

Hasegawa are to be congratulated on releasing something that has limited international appeal, but if you've ever thought that this could make an interesting addition to your collection, you're not wrong. And just think, if you bought 26 of them you could have one from every JASDF T-4 squadron, H'm. Now there's a thought...

Steve Evans



References

- www.jda.go.jp/jasdf.html
- www.totavia.com





Lady Lindy's Lockheed

Angus McDonald builds MPM's 1/72nd scale Lockheed Vega 5



1/72nd Scale

Manufactured by



Imported in UK by



Lockheed Vega Model 5

Scale: 1/72nd	Type: Limited-run Injection
Kit No: 72523	Moulded Plastic
Price: £10.85	Decal Options: 2
Panel Lines: Recessed	Manufacturer: MPM
Status: New Tooling	UK Importer: Hannants
Production: Limited	

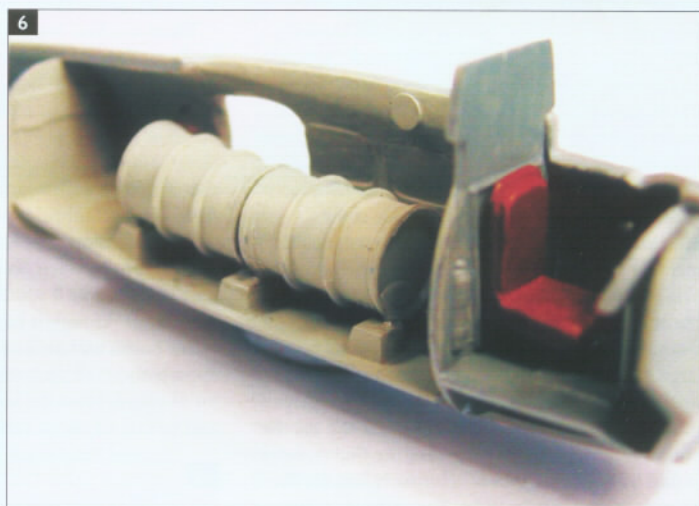
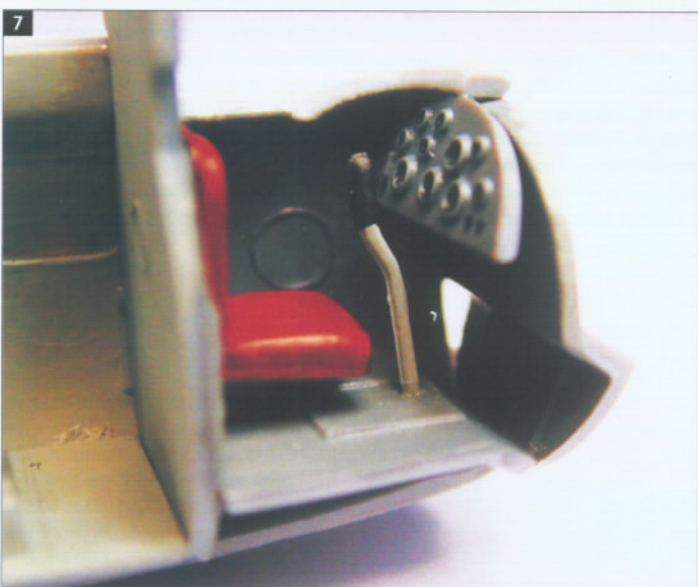
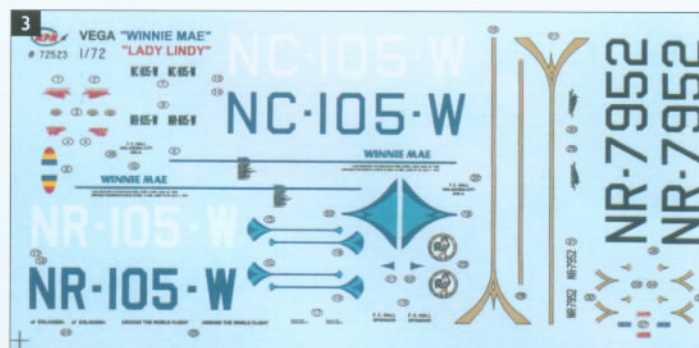
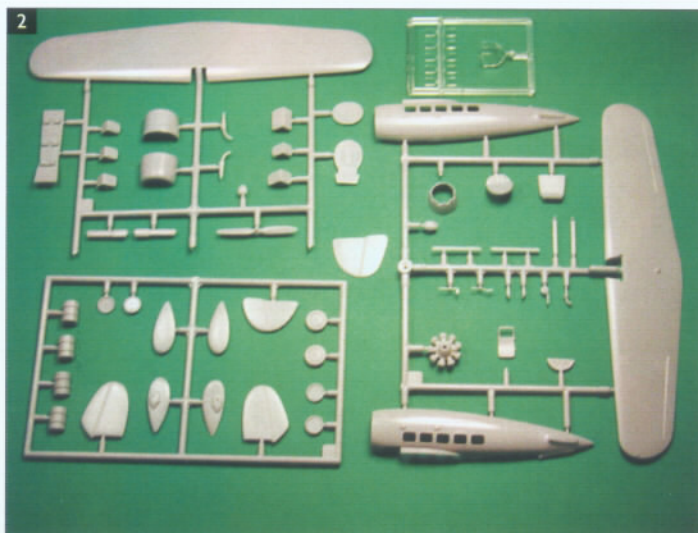
The Loughead brothers' first Vega flew on the Fourth of July 1927, and within a month they had sold it to a newspaper magnate. Of wooden construction, its cross-lapped, spruce veneer-skinned monocoque fuselage was built outside a concrete mould and emerged as two half-shells, not unlike most of our plastic models. Streamlined and very fast for its day, the Vega quickly found favour with airlines, corporations and what would now be called high net-worth individuals.

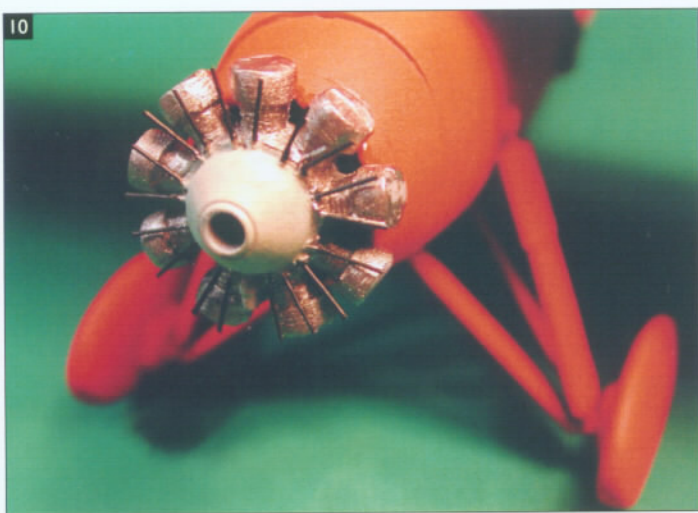
Continuous improvements to the airframe and its Pratt & Whitney Wasp powerplant soon had the Vega being used for all sorts of record-breaking flights. One of its most famous pilots was the one-eyed Wiley Post, who, in the white and blue *Winnie Mae* named after owner Oklahoma oilman F C Hall's daughter, won long distance races, set

altitude records (discovering jet streams and demonstrating their usefulness), and established records for flying around the world.

Amelia Earhart flew the first of her two Vegas across the Atlantic in May 1932. It was the first solo transatlantic flight by a woman, earning her the nickname 'Lady Lindy' after Colonel Charles Lindbergh, who had made the first-ever solo crossing in 1927. In August that year, also in the Vega, she became the first woman to make a solo nonstop coast-to-coast flight, when she flew from Los Angeles to Newark. Both *Winnie Mae* and Earhart's Vega are preserved in the National Air & Space Museum in Washington, D.C.

The MPM kit comes in the ubiquitous end-opening box, sporting a rather splendid painting of *Winnie Mae* (Photo 1). Inside, the three smallish dark grey sprues are contained in a plastic bag. A





couple of the parts had come adrift and were floating free, while the wing had detached itself from two of its three sprue gates (Photo 2). These parts needed remedial action to the consequent tears in the plastic. Not a brilliant start. The transparencies are contained in their own bag, along with a single part, which I discovered was an additional fin/rudder applicable to the Earhart aircraft and *Winnie Mae* during its record-breaking era. There were no part numbers on the sprues, but, there is a sprue schematic in the instructions with numbers shown alongside each part.

Construction

Decals are provided for *Winnie Mae* and Amelia Earhart's red and gold NR-7952 (Photo 3), which I had decided to build from the outset. *Winnie Mae* was tempting, but I already had a number of white-painted aircraft in my collection. I wanted a red one.

In keeping with my tradition of not starting with the cockpit, I began by hacking into the fuselage with a large craft knife. MPM provide some internal detailing. For the passenger versions this includes various seats. With the subject of this kit being record-breaking aircraft, the seats are replaced with two quite enormous fuel tanks. Now, I would take the inclusion of the fuel tanks with a large pinch of salt, and would further suggest a little bit of research would not go amiss to correctly model whichever version you choose. I can see the tanks being in place for long-distance flights, but I would be highly suspect of their inclusion for the altitude records set by Wiley Post, when weight saving was paramount to the extent that the landing gear was dropped after take-off.

Also, various windows appeared to have been removed and covered over with fabric to lighten the airframe. *Winnie Mae* in particular sported various combinations of covered and uncovered windows throughout its life. Amelia Earhart's aircraft had eight of the ten windows removed and the holes covered over; virtually nothing of the interior would be seen through the two remaining small windows, hence my hacking as I decided to model the aircraft with the door open to give one a fighting chance of seeing the interior detail. This decision was made easier by MPM thoughtfully providing a separately moulded door, but strangely marking it on the instructions as not to be used. Regardless of which aircraft you choose to model, you should sand down the frame around each window. They are a little on the heroic side (Photo 4).

With the moulded door removed from the fuselage (Photo 5), one is faced with some substantially thick plastic. To give a more scale thickness I chamfered the edge with knife and rat-tail file, taking care not to ingress too far on the

thin piece of plastic betwixt door and window. The door also came in for similar treatment. Satisfied with my scraping, I inserted the eight transparencies into the fuselage. The fit was so precise and tight I doubt that any glue would be needed to hold them in place. They were also remarkably clear — other manufacturers take note! So often transparencies seem to be an afterthought, cobbled together by some third-rate trainee technician with a squint and a hangover. In some cases the resulting gaps are so large that, if scaled up, any passengers would be in danger of falling through them! This kit shows there really is no excuse for poor-fitting transparencies.

There are four ovalish-shaped bumps on the fuselage. Two of these have to be scraped off. Unfortunately I did not check which, and in a stunning example of amazing stupidity I scraped off all of them. The narrative will not touch on my exclamation of surprise on discovering this mistake. Suffice it to say I set about carving two replacement 'bumps' from the kit's sprue.

Did I mention the plastic is rather soft? It took me by surprise when, in attempting to trim the base of the bump I was carving, the knife blade went clean through it like a hot knife through warm butter and on into my finger. For such an apparently small nick there seemed to be an awful lot of blood. I lost the bump to the carpet monster, and had to set about carving another one, all the

time staunching the flow of blood on my company T-shirt. Did you know that plastic gets rather slippery with blood on it?

Anyway, after a few minutes I had a teardrop-shaped bump, which was sliced in half and each half glued into the position of the bumps I'd scraped off the fuselage. Actually, I'm rather pleased with the bumps. The full size aircraft had streamlined bumps, whereas I felt the MPM renditions were on the oval side. As for the finger, an eminent neurosurgeon, plastic surgeon and physiotherapist all said that with lots of determination, fortitude and beer, I should make a complete recovery, and the blood loss would not unduly affect my lifespan. The *Memsahib* just snorted, and said, "In your dreams. It was only a nick. Stop fussing, it doesn't even need a plaster. And put that filthy T-shirt in the wash!"

As per the instructions, the interior was painted light grey (courtesy of an ancient bottle of Humbrol acrylic), and the cockpit area painted steel grey (whatever that is — I simply used an even more ancient bottle of Humbrol Dark Sea Grey). For all their great fit, the transparencies sat a little deep in the thick fuselage sides. Filler was therefore glooped onto their outer surfaces, and sanded down to blend in with the fuselage. I have a rather nice photograph of this area of Earhart's aircraft, and it shows that the filled-in (or fabric-covered) window areas are slightly irregular, being





flat or concave rather than following the contours of the fuselage. I attempted to mimic this. Actually it was easier than attempting to sand to the contours of the fuselage.

I figured I'd have trouble with the floor, having chamfered the fuselage door. A test fit proved me correct. Rather than worry about it I glued the fuselage floor directly to the fuselage half containing the door, slapped a dollop of filler into the gap between door and floor, and sanded the area reasonably smoothly. I decided it was better to do this before fitting the fuel tanks. There is still quite a step, but how many people will know it isn't supposed to be there? As for the tanks, they are competently moulded, with reasonable fit, but I'm not sure how accurate they are. They require the minimum amount of work as so little of them can be seen, even with the door open (Photo 6).

The cockpit is fairly sparse: a control stick, pilot's seat (with padding effect), floor, bulkhead with dodgy-looking rudder pedals moulded onto it, and an instrument panel that bears as much relationship to the full-size aircraft as an Okapi does to my pet cat (Photo 7). I simply splashed the suggested colours on the various parts, puddled black paint into the grossly raised side of the various dials on the instrument panel, and glued the whole ensemble to the fuselage half with the cockpit floor. Heresy to some, but eminently practical as I decided very little could be seen through the tiny cockpit canopy — even without the fuselage halves stuck together you can't see the rudder pedals.

With the hindsight of many a disaster I dry-fitted the fuselage halves to check for fit, rather

than trusting to fate and globbing on the glue and then fitting the parts together. Whoops! Good job I did. Fit was not brilliant (Photo 8). A minor trim of the cockpit floor produced a good fit, but the major gorge was caused by the rear bulkhead. This needed a substantial hack. Strange this should be so, considering the superb fit of the fuselage transparencies.

An interesting feature of this kit is a lack of locating pins and holes. I didn't really miss them as I applied my usual copious quantities of polystyrene cement to the fuselage edges and glued the halves together. Often the locating pins/holes cause more problems than they solve, as frequently they are badly out of alignment. It was at this stage, as I began to sand the seam line smooth, that I noticed I had neglected to insert one of the fuselage transparencies. I had a go at sliding it in and manoeuvring it between the fuel tanks, and decided it was feasible, even if I managed to scratch the beautiful surface. But when I attempted to glue it in, the little blighter made a bolt for freedom and dived onto the carpet, to be eaten by the carpet monster, and never seen again. I settled for dollop of congealed Kristal Klear.

Personally I cannot tell one radial engine from another. In actuality, I can't tell one inline or jet engine from another, either. However, for some perverse reason (probably because I found a decent picture of one) I decided to attempt to add detail to the kit's Pratt & Whitney Wasp engine (Photo 9). So with great enthusiasm I scraped off those moulded on valve pushrods, then tried to scribe back the cooling fins on the cylinders. It was all a bit of a disaster really. As I scraped, hacked and

sanded, I was reminded of the soft plastic used in Frog and Airfix kits. Not only was it soft, it also tore when scraped. I dredged up some further pictures of the Wasp from the Internet, and realised that the kit's engine bore a passing resemblance the real thing, much as a Cox's Pippin resembles a Bramley cooking apple. Whereas the top of the kit's cylinder heads are flat, real Wasp cylinder heads each have two prominent rocker covers into which fit substantial pushrods. The kit's moulded pushrods join quite close to the cylinders. Further, the thickness of the cylinders and their heads seemed out of proportion.

The tight fit of the engine in the cowl precludes adding rocker covers to the cylinder heads. A complete rebuild of the engine (hacking off the cylinders, cutting them up, adding rocker covers) would be needed to obtain an accurate Wasp. The thinnest of plastic sheet would be required to accurately model the cooling fins. Girding my loins for such a substantial piece of scratchbuilding which would stretch every facet of my meagre modelling skills, I decided to smooth-off the cylinders as best I could, slap on some pushrods made of stretched sprue, paint it as realistically as possible, and stick it in the cowl, hoping not too much of the engine could be seen. I also chickened-out by sticking the rods to the base of the engine's nose-case (Photo 10).

There isn't much to say about the wings. MPM made no attempt to supply transparencies for the two substantial landing lights, so I drilled them out and blobbed silver paint and Kristal Klear into them. I could not establish whether the rectangular shapes moulded into the underside of the wings are



clear parts or hatches (they are transparent inspection panels. Ed), so I left them as they were. The lack of locating pins on the wings was no detriment to joining them, but the fit at the wingtips and trailing-edges was not that good. Polystyrene cement was forced into the gap, and everything was smoothed down.

A lack of locating slots and tongues does present a bit of a problem when attaching the tailplanes and fin/rudder. Were I a dedicated modeller I would drill out tiny holes and insert pins to help locate and hold these parts to the fuselage. Oh well, one day perhaps. Instead I used a goodly amount of polystyrene cement to weld the blighters to the

wheels into their spats until after the model was painted. It was a breeze to paint the wheels, with so little of them showing outside the spats.

I decided not to install the engine prior to painting. Chances were I'd destroy all my pushrods in attempting to mask it. Painting was simple: first on went a coat of the ubiquitous Halfords grey primer, then I corrected a couple of flaws, and finally a couple of coats of LifeColor's Red acrylic paint were squirted all over to give an even coat. Cockpit framing, bearing in mind all my previous disasters, was done with spare decal sprayed red and cut into thin strips (Photo 11). I managed to slightly tear these!

coats of acrylic to some degree. This behaviour has been beneficial in the past, as it helps even-out flaws. Not this time. The relative thickness of the varnish caused by brushing meant more of the underlying acrylic paint could be dissolved. The Future/Klear flowed and pooled, concentrating the dissolved red acrylic and forming dark patches and streaks. Did I strip down the model, and repaint it? Of course not! Instead I decided to pose the model on a diorama, leaving the darker bits as 'interesting weathering', but after a good sand-down with 1200-grit wet-n-dry I did spray on a coat of Future/Klear to yield a reasonably glossy finish.

Finally the last remaining bits went on: exhaust stubs (which look a bit long to me), aerials, door, tailskid and wheels (Photos 12).

Aftermath

This was an interesting build. As usual, I looked at the small parts count and the simple instruction sheets with their limited build sequence and thought, 'Nay bother, a couple of hours work', then I ran into all sorts of build problems.

Some parts of the kit are excessively engineered e.g. the window frames. The lack of locating pins/stubs caused some amusement, while the fit of the wing and fuselage halves is quite bad. As for not providing transparencies for the landing lights — *hurrumph!* Conversely, overall fit of other parts was quite good with reasonable detailing. Shape-wise it looks like a Vega, comparing well with photos of the original. Experts on the Vega may *tut* here, shake their heads there, or frown a little over some minor aspects of accuracy, but I am well pleased with this unusual subject. Ticked, you might say. Having the door open (Photo 13) adds an extra element of interest, and it looks good on the diorama (Photos 15 & 16). And the *Memsahib* likes it! Way to go! Makes the whole job of justifying our noble art a little easier.

Angus McDonald



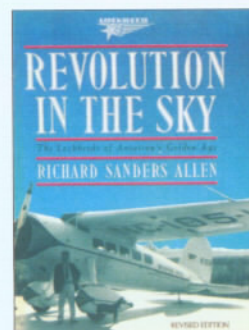
stubs on the fuselage. As the fit wasn't wholly precise the use of cement was apt, as it melted the plastic which oozed out of the join, forming an instant filler.

Unlike the side windows, the canopy transparency was not as well moulded, containing flow defects. Fit wasn't too bad, a touch of filler (i.e. thick acrylic paint) was used to blend the frames in with the fuselage. Getting the wing on was a nightmare, requiring much trimming and swearing to get it to fit. Brute force and masking tape were needed to jam the thing onto the fuselage and get it more or less horizontal.

I really thought I'd have major problems aligning the undercarriage, especially as there are no locating holes and no clear pictures of how the parts fit. I used polystyrene cement (left to dry for a bit on the parts so it 'grabs') to give me a sporting chance of moving the undercarriage parts into their correct positions. I left the fitting of the

With painting finished, I glued the engine and cowl into place. This was a mistake. I would recommend leaving off these two items off until decaling is complete. The band around the cowl, and the striking trident-shaped cheatline running along the fuselage side, are far easier to apply with the cowl off. Similarly I'd leave the wheel spats off, as their decals are tricky to apply. However, apart from excess carrier film which is best trimmed, the decals are of reasonable quality, slightly off-register, but not so thick or thin as to be a pain to apply. Some 'Glorious Gold' acrylic paint from an art supply shop was used to touch-up the areas on the wheel spats where the decals did not quite meet.

In my mind's eye I had a picture of the model, clean, glossy and pristine as the real aeroplane is in the National Air & Space Museum. Future/Klear had other plans. Normally I spray the stuff, but recently I've been brushing it on, with mixed results. When applied it dissolves the underlying



Research

Anyone wanting to research or super-detail a Vega model, or learn more about this milestone aeroplane and its equally famous siblings, Lockheed Air Express, Altair, Sirius and Orion, should seek out a copy of Richard Sanders Allen's masterly book *Revolution in the Sky*, published by Orion Books of New York in 1964 and 1988. Ed.



1/32nd Scale

Manufactured by

Revell

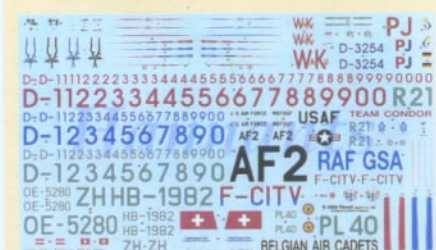
A Sight for Soar Eyes

Jay Laverty had an early opportunity to build Revell's most surprising new release — a 1/32 scale ASK 21 sailplane



Schleicher ASK 21

Scale: 1/32	Type: Injection Moulded Plastic
Kit No: 04224	Parts: Plastic 42, Clear 2
Price: £12.99	Decal Options: 9
Panel Lines: Recessed	
Status: New Tooling	Manufacturer: Revell AG



Huge decal sheet, by Daco, is a work of art in itself

A sailplane would not be the first subject that would come to mind for a 1/32 scale release, but when I saw the test-shot of the Schleicher ASK 21 from Revell it immediately interested me. I'll put that down to the fact that it was a type of subject I had never even come close to modelling before, and therefore presented an opportunity to expand my horizons. Add to that the quality of moulding and detail and it made for a very inviting proposition.

Examination of the sprues further encouraged me. There was no flash, and the parts were almost completely devoid of any sink marks, which have long plagued Revell. With fine detail on the wheels and cockpit components, there was nothing to change that first impression. Then there was the number of parts. Or lack thereof. Without sacrificing any detail, assembly has been kept to a minimum, suggesting that this model would not take long to complete. Taking into account that the all-white airframe would have no complicated mottling or intricate camouflage to mask, this model could be a simple weekend project. And in 1/32nd scale!

This sailplane model starts where most aircraft do, with the cockpit, and this one will take a bit of planning to paint. At first I contemplated painting the tub on its own then attaching it to one of the fuselage sides, but instead elected to completely assemble the entire cockpit even down to the

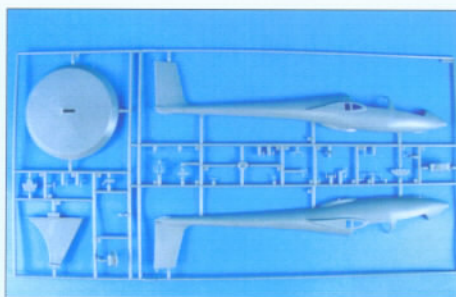
intercom stalks, and then attach it to the right fuselage half, as the interior remains easily accessible to paint all of the finer details.

Perhaps if the fit were atrocious I could drone on endlessly about having to fill and reshape this, cut that or rescribe the other, but I can't. This model goes together like a dream, not least because the simple design of the real aircraft makes complicated assemblies unnecessary.

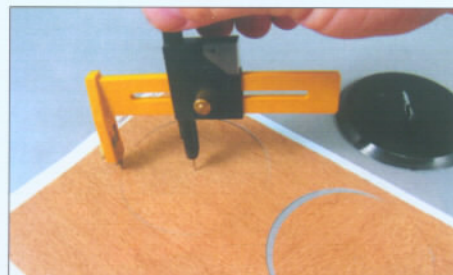
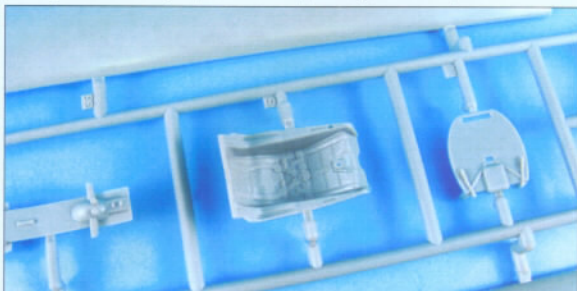
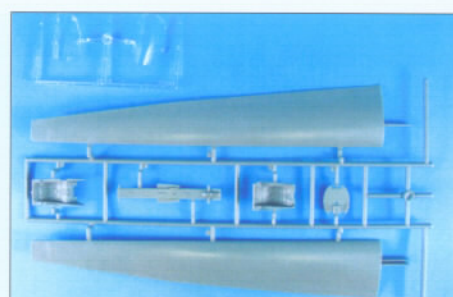
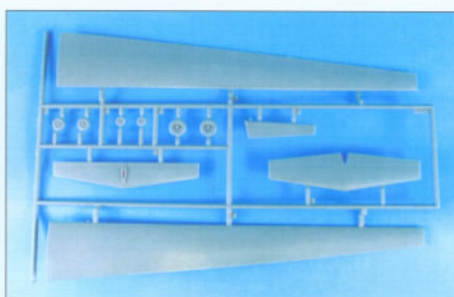
Open to interpretation

When it came to painting the interior I found during my research that there is some room for variation here. There appears to be no standard pattern for the fabric of the seats, so several options are open to you. The majority of full-size cockpit tubs that I found were painted in what looked to me as a dull metallic colour like a Duralumin, although I could be mistaken. What I tried to do was recreate the metallic-looking finish by spraying Alclad Grey Primer and buffing that, then spraying a thin coat of Duralumin over top. Pleased with the result, I moved on to painting the seats black. I chose a light blue for the harnesses, sealed all of this in with gloss varnish then washed it with Windsor & Newton's raw umber artist's oil.

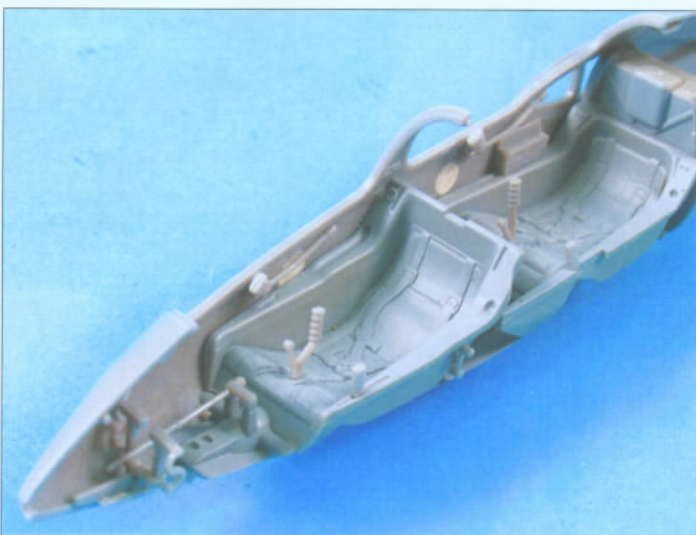
Essentially, all that was left at this point was to assemble all three two-part wheels and insert them, then join the fuselage halves.



Sprues show simplicity of design and fine detail. This was a test-shot; production kits are moulded in white plastic, which will simplify painting of the overall glossy white finish typical of glassfibre sailplanes



The kit comes with a simple stand that can be finished however you wish. Jay chose to add some Aeromaster wood effect decals



It only takes a short time to get the cockpit prepared for painting



Tandem two-seat cockpit fully painted and matted-down

Almost perfect...

While the two fuselage halves went together very well, the fit wasn't perfect and needed filler to fix some seams, and there were a couple of sink marks that needed attention. I have seen a Revell kit that has sink marks, then another identical kit with none, so you may get lucky (*there's not a blemish on my production example. Ed.*). I chose superglue as filler as it is quick, although I always curse myself afterwards because Milliput is a lot better to work with.

With the fuselage sanded smooth, the two-part T-tail stabiliser was added and the wings attached. They fitted very well and quite snugly. If you manage to get it just right there would be no need for cement, which would make transportation of the model much easier, just like the real thing — and might inspire diorama enthusiasts to scratchbuild a glider trailer hitched to a suitable tow vehicle?

Not a prime candidate for weathering

There aren't a lot of choices as far as schemes go on most glassfibre sailplanes, the choices here being white, white, or at a stretch...white. I needed to make some adjustments to my painting method, as there would be no need for pre- or post-shading, and since sailplanes are usually kept in polished, pristine condition weathering wasn't a consideration. However, the finish needed to be very smooth, so more care than usual was necessary

to ensure the surface was completely free of dust and debris. Inevitably the choice was Xtracolor 141 gloss white over a couple of coats of Alclad's Grey Microprimer. Over this went a very light and understated wash of raw umber, used only to pick out the details and provide them with 'shadow'.

I had some problems working with a model that was to end up with a high gloss, as I am very used to the forgiving nature of matt finishes. When it came to sanding the fuselage prior to final painting there were a few less-than-perfect spots, and these would be amplified by the gloss white. However the Xtracolor sprayed perfectly and I ended up with a superb surface on which to apply the decals.

Markings: spoilt for choice

Unfortunately as this model was a test-shot I had no idea what markings were ultimately to grace the finished article, so I worked away blissfully unawares. Thus the cockpit lacks the beautiful instrument decals provided with the kit's huge, larger than A4 decal sheet (which is a superb design from Daco, and well deserving high praise) and may be incorrect.

The sheet provides a plethora of choices featuring nine specific ASK 21s and sufficient numerals in three colours to model any German D-registered example. The options illustrated on the painting/decalling guide include three from German

gliding clubs, Swiss, Austrian and French examples, a TG-9A from the USAF Academy at Colorado Springs, a Belgian Air Cadets aircraft, and — my choice — 'R21' from the Royal Air Force Gliding & Soaring Association's RAF Halton-based *Team Condor*. Apart from the red wingtips on the German sailplane featured on the box art, absolutely everything else is provided on the decals sheet — instruments, seat harnesses, cockpit placards, all trim, insignia, national flags, registrations, club badges, Alexander Schleicher trademarks and ASK 21 logos. This decal sheet is a work of art in its own right.

Occasionally Revell decals can be difficult to work with, but these went on a treat. They didn't need a



Masked and primed the model awaits gloss white paint



Thin, clear canopies are hinged to reveal cockpit detail



The finished model, a picture of elegant simplicity



RAF Halton-based RAFGSA Team Condor markings chosen by Jay added an interesting touch



Full-size cockpit detail. Note how forward instrument panel raises with the canopy for ease of access to the front seat. Not much needs to be added to Revell's superbly crafted cockpit tub

great deal of setting solution to sit down well and the results on the airframe speak for themselves.

A nice change

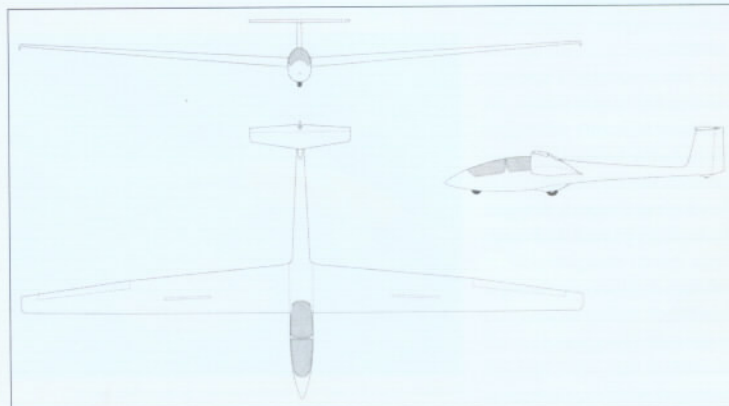
This was definitely something out of the ordinary for me, and I thoroughly enjoyed building the model. I may not have been the best choice for building it, as my inexperience with non-military subjects has shown in a few weak spots on this build, but I hope I have inspired a few of you to get this kit. Revell can be commended for pushing the boat out and providing us with a subject that is somewhat off the beaten path, and I hope they are rewarded with solid sales.

I would like to take this opportunity to thank Alexander Schleicher GmbH, and to Manfred Münch in particular, for providing me with some great reference material and the permission to freely use the information on their website to help you build a better model than I did. Thanks also to my friend and translator Christian Kirchoff for his help in getting the information I needed.

Jay Laverty



Ready to soar. Note ASK 21's three-wheel 'tridem' landing gear



Alexander Schleicher

Built in Germany close to the famous Wasserkuppe soaring site by long-established sailplane manufacturer Alexander Schleicher GmbH & Co, the all-glassfibre ASK 21 (the 'K' stands for designer Rudolf Kaiser) is a popular two-seat training glider. More than 750 have been sold, and they are in service the world over. In addition to providing basic training (Schleicher claims the ASK 21 has trained more glider pilots than any other modern type), it is approved for aerobatics and recently became the first glider certified for a service life on 18,000 hours.

Whilst Revell's kit may be viewed with disdain by those die-hard modellers for whom aeroplanes must always carry bombs, guns or other weaponry, it is a brave effort, beautifully executed, and hopefully the herald of more sailplanes. If Revell target their markets carefully, I can see large numbers of these kits being sold at gliding clubs throughout the world to those who have trained, instructed and enjoyed flying this enduring machine.

MJ



Book of the Month

Helmut Wick — An Illustrated Biography of the Luftwaffe Ace

by Herbert Ringlstetter

Price: \$45.00

Publisher: Schiffer.

ISBN: 9-780764-322174

Format: 288mm x 224mm, 160 pages

Cover: Hardback with Dustwrapper.

Illustrations: Black-and-white photographs and colour profiles



To any serious Luftwaffe aficionado the name Helmut Wick will be instantly familiar as the commander of JG 2 and winner of the Knight's Cross who was lost over the Channel in November 1940 with 57 kills to his credit. To those of us who merely dabble, he is the pilot of one of those

yellow-nosed Battle of Britain Bf 109s with stippled fuselage sides that defy your best attempts to paint convincingly. I did one once with the blunted point of a cocktail stick. It took hours and looked horrible.

Better, then, that we confine our dabbling to books like this, which will rekindle the atmosphere of that most dramatic of summers with an informative selection of photographs and a compelling and readable text based largely on the writings of Franz Fiby, a fellow pilot who flew 110 missions alongside Wick.

Leaning heavily on the photographs, the book traces Wick's meteoric rise in his chosen service, from his unpromising days as a trainee to his shaping at Mölders' hands into one of Germany's most promising aces. The picture we are presented is of a decent honourable man, who did his duty with loyalty and dedication. That he died at the age of twenty-five, leaving behind a



young family and an unborn daughter is part of the tragedy of his time, made all the more poignant when we read the affectionate accounts of those comrades who survived him.

GH

Bookshelf

US Liaison Aircraft in Action

by Al Adcock

Colour artwork by Don Greer and line-drawings by David Gebhardt

Price: £9.70

Publisher: Squadron/Signal Publications

ISBN 0-89747-487-2

Format: 280mm x 210mm, 50 pages

Cover: Laminated Card

Illustrations: Black-and-white photographs, line-drawings and colour artwork



This is a welcome addition to the small canon of specialist books covering the mostly light aircraft-based 'liaison' fleet that played such a key part in US Army operations from 1943 onwards (there is little credit given today to the destructive power offered by a two-seat fabric-covered light aeroplane spotting accurately for batteries of 155 and 105mm guns).

In fact it took some time, and the staging of some convincing trials with factory-loaned civilian aircraft, before the US military abandoned the much larger and more complex observation types — similar in concept to the British Lysander — in favour of a selection of small and simple machines from the established

lightplane manufacturers that could operate from short strips and be serviced readily under front-line conditions.

Consequently, *US Liaison Aircraft* has to find room within the publisher's usual booklet format to offer a handy introduction and cover in detail the five principal types that saw significant wartime service, Taylorcraft's L-2, Aeronca's L-3, Piper's L-4, and Stinson's L-5 Sentinel and big L-1 Vigilant (which started out as the O-49 and was the last of the observation-class dinosaurs). Such a diversity in subject aircraft necessarily limits the coverage: so as well as a limited — although interesting — picture selection, you are presented with just

two colour profiles of each type.

The text, although condensed, does a good job in packing in the essential information on model variants, production runs, deployment etc. Unfortunately, the artwork is not as accurate as it might be. Starting with the L-4 and NE-1 Cubs best known to me: those colour profiles lack the prominent chin air cleaner element; the external exhaust manifolds sport entirely imaginary flange couplings; the door panels are oversized (and would not swing open downwards, as drawn); the glazing outlines are wrong; and the tailwheel is (again) of some imagined form. Sadly, the published three-view line drawing, although much better and accurate in its general outline, would still be misleading to the modeller: the Cub's ailerons do not stop two-thirds of the way between the outermost ribs; the windscreen shape isn't quite right; and the spar mounting tubes, visible through the transparency, don't line up with the spar mounting as they should. The other L-plane drawings show the odd discrepancy too, and

someone has slipped-up in that a front view of an L-4 has crept into the three-view for the Taylorcraft L-21! Happily, all the correct details are apparent in the photo selection. Disappointingly, there are few cockpit shots and little to guide the modeller as to the interior fittings and finish of the various liaison types.

Other than Ken Wakefield's two excellent books *The Fighting Grasshoppers* and *Lightplanes at War* — both of which are directed more towards human interest than the technicalities, although they provide very good photo sources — material liaison aircraft remains thin on the ground. Squadron/Signal's little book is thus very welcome and useful, even if it falls far short of being comprehensive and definitive in the material included.

Philip Whiteman

Philip is Editor of the monthly General Aviation magazine *Flyer*, and owner of one of the most authentically-restored Piper L-4 Cub 'Grasshoppers' in the UK, a genuine warbird that served with the 2nd Armoured Division of the US 9th Army in Germany in 1944.

2nd Tactical Air Force Volume Two

by C Shores and C Thomas

Price: £29.99

Publisher: Classic

ISBN: 1-903223-41-5

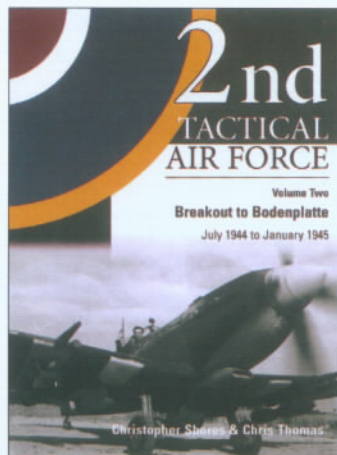
Format: 210mm x 310mm 384 Pages

Cover: Hardback with Dustwrapper.

Illustrations: Black-and-white photographs and colour profiles

2nd TAF and its aircraft are matters of great concern to so many modellers that it would come as no surprise to find this volume, and its two companions, standing alongside the family Bible and the Complete Works of Shakespeare on modellers bookshelves up and down the land. Neither would they be unworthy, for they are historically accurate and eminently readable, despite the heavy leaning towards minutiae that makes them books to dip into rather than to settle down and read from start to finish.

The present volume is chiefly a day by day account of 2nd TAF's activities from July 1944 to January 1945, laid out in diary form. This is further embellished with tables of losses, victories, and additional anecdotal material, and the whole thing is illustrated with plenty of excellent



pictures and colour profiles.

Together with volumes one and three, this book presents a complete picture of 2nd TAF's history. That it is so complete as to render any further writings on the subject unnecessary will, no doubt, fail to prevent anyone from trying, but these are reference works of the highest quality, and anyone who likes to look into the personal history of the models they build simply cannot do without them.

GH

Junkers Ju 88 Vol. 2

by Krzysztof Janowicz

Price: \$24.95

Publisher: Kagero

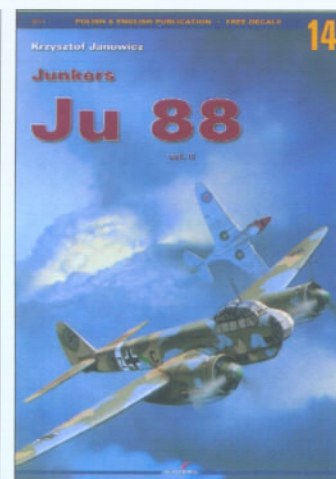
ISBN: ISBN 83-89088-59-2

Format: 296mm x 211mm, 136 pages

Cover: Softback, laminated card

This A4-size book in Kagero's Monograph series has some very nice features. There are monotone photographs on every page, three foldouts showing excellent side- and plan-views, and colour pictures. The 26 pages of 1/72 and 1/96 scale drawings of line drawings in 1/48 scale. Perhaps the nicest touch is a sheet of transfers giving a choice of three aircraft in 1/48 and 1/72. These are printed by Techmod and match the book's excellent quality.

The drawings are taken from measurements and artwork drawn at the end is reflected by the quality and presentation. I would certainly (and will, given time) build a model based on the information provided, and this book inspires me with sufficient confidence to



use it as my sole reference work.

Published in Poland, it is printed both in Polish and English, which is the only drawback as the Polish text pulls the eye and can be off-putting. This aside, the publishers deserve your support.

Martin Dawson

345 BG (Vol. 1)

by Andre R Zbiegniewski

Price: TBA

Publisher: Kagero, Lublin, Poland

ISBN: 83-89088-46-0

Format: 170mm x 240mm, 88 pages

Cover: Laminated card

Language: Polish/English



This, No. 32 in Kagero's Miniature Aircraft series, covers the early operations of the 5th AF Bomb Group, which later became more famous under its nickname 'The Air Apaches'. It opens with the epic story of *Tondelayo* and her crew on the ill-fated Rabaul raid, then flashes back to the early B-25 operations with the 3rd Attack and 38BG. It flies the 345th out from California, tells of their baptism of fire as medium bombers, and converts them to strafers. Operations over New Guinea are then followed to the end of November 1943, at which point we must wait for Vol. 2. Text throughout is in dual Polish/English, and before you complain about the slightly quaint translation of some phrases, just ask yourself, How good is my Polish?

This is a narrative, rather than technical book, so expect details of valour and suffering rather than in-depth studies of the many field modifications to which the 5th subjected its Mitchells. Nevertheless, the modeller has a goodly number of well-reproduced photos to consult, in which Japanese aircraft feature prominently, plus a list which ties

together aircraft names (which in that time and place were often their primary means of identification) with serial number, type and unit.

There are 10 colour profiles covering nine aircraft. Note that these incorporate the 'fat-tailed C' error of most published drawings (the rest have the 'thin-tailed J' error) and hence have oversized tailcones. This does not affect the accuracy of the colour schemes, which look fine apart from the excessively green Olive Drab as printed. There is also some minor miscaptioning — the 'Val' on p.15 is in fact an A6M3 — but this is a high quality product, and I am indebted to publishers Kagero for the opportunity to read it.

Brian Derbyshire

Target for Tonight

Flying Long-Range Reconnaissance & Pathfinder Missions in World War Two

by Sqn Ldr Denys A Braithwaite, DFC and Bar

Price: £19.99

Publisher: Pen and Sword Books Ltd

ISBN: 1-84415-159-X

Format: 240mm x 162mm, 154 pages.

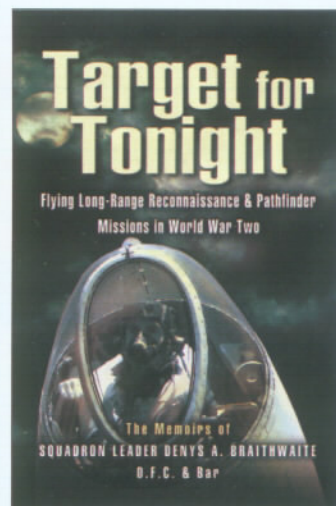
Cover: Hardback with dustwrapper

Illustrations: 32 black-and-white photograph

These are the personal memoirs of Squadron Leader Braithwaite, who joined the Auxiliary Air Force in 1939 at age 18 and flew a variety of aircraft and missions until the end of 1944, when illness stopped him flying. The son of a Yorkshire MP and an American mother, he joined the Auxiliary Air Force in the late 1930s when it was still run like a gentleman's flying club. He had just finished basic flying training when war was declared and passed up his Cambridge place to continue flying.

The book is divided into eight chapters covering each of the squadrons and postings where he served, starting at Coastal Command. The author then went on to serve in the Meteorological Flight and then reconnaissance and Pathfinder squadrons, before an American and finally Far East postings resulted in a tropical disease which kept him out of the last year of the war.

The book is written as a more general personal memory and doesn't contain many specific dates or technical details, more an account of comrades and incidents. Sqn Ldr Braithwaite's early flying days with the Meteorological and Reconnaissance



units, which were solo missions, appear to have given him a very self-reliant stance, and he did not take to authority, especially when it appeared to defy logic. The author's several scrapes with authority led to his not rising above the rank of Sqn Ldr and resulted in several moves between units. His most active period was when flying the first Mosquitoes on long-range missions over enemy territory.

Overall I found this a very readable account of a lesser-known area of the RAF's operations, and throughout I had to remember how young the author was, and how many of his flying colleagues did not see the end of the war.

Thanks to Pen and Sword Books Ltd for the review copy.

Paul G Gilson

Bomber Boys

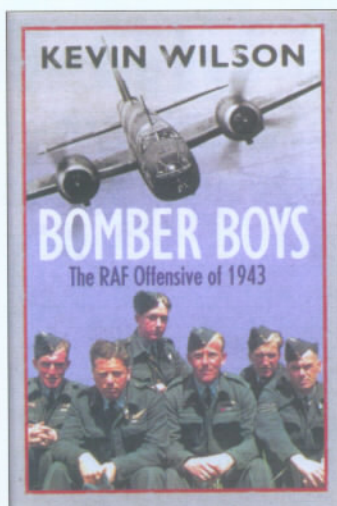
by Kevin Wilson

Price: £25.00
 Publisher: Weidenfeld & Nicholson
 ISBN: 0-297-84637-X
 Format: 240mm x 162mm, 479 pages
 Cover: Hardback with dustwrapper
 Illustrations: 37 black-and-white photographs

This is a substantial and well-presented book. Covering Bomber Command's operations in the pivotal year 1943, it is a mixture of narrative and contemporaneous eyewitness accounts. The author is clearly sympathetic to his subject matter, and while there is a wealth of anecdote and information, the overall impression is of a writer trying to find a new angle on a well-tried subject.

Those who like their history dry will find it fails to satisfy. Those who like to read memoirs and recollections will find they are spread thinly about the book, interspersed with tracts of the author's sometimes too-lurid prose.

For a casual reader — one not familiar with the story of the bomber offensive — this book will prove both entertaining and



enjoyable, but if it's history you want, then I would recommend Terraine's *The Right Of The Line* for a more concise and readable account of these events, while those in search of action and adventure might do as well to stick to the works of Tom Clancy.

Thanks to Weidenfeld & Nicholson for the review copy.
GH

S.E.5a

by Edward Kicent-Zielinski

Publisher: Kagero
 ISBN: ISBN 83-89088-61-4
 Format: 296 mm x 211 mm
 Cover: Soft back

I have been unable to track down a Sterling price for this book. The nearest I can find is 17 euros. That puts it in the same area as the *Windsock Special*. Given a choice I would go with the *Windsock* — tried and trusted. However, having both books would be worthwhile.

This book is written in Polish with everything translated into English. Some of the translation is amusing, but I suspect a Frenchman would have had a good laugh over some of my homework. There are 65 pages of text and photographs (equivalent to 32.5 if you only want to read English), seven pages of colour profiles, and 16 pages of 1/48 plans.

There is a nice sheet of transfers (1/48 and 1/72) for five aircraft, one of which represents the two S.E.5as to serve with the Polish Air Force. There are serials for a two-seat Australian aircraft, and the codes and serials for three RFC aircraft. There are no national markings except for the Polish aircraft. Somewhat worryingly there



are three pictures taken from *Death in the Air*.

This was an amazing book of purported aerial photographs taken during combat. Sadly it was a hoax. The book does not acknowledge that the pictures are fake. Errors like this make me wonder about the rest of the book. Having said that, there are some nice colour profiles, a lot of plans, some nice transfers and a lot of photographs. If you can only afford one book, stick with *Windsock*. If you can run to two, have a look at this one.

Chris Kendall

Model AIRCRAFT Monthly

Our sister title, Model Aircraft Monthly, has evolved into a smart, concise and ever-growing encyclopaedia of aircraft and modelling, combining the talents of top aviation historians and modellers to provide the perfect compliment to our own SAMI. Liberally illustrated with photographs and the colour artwork of Jon Freeman, the magazine has, under Neil Robinson, settled into a format that has seen it become an essential work of reference for modellers of all tastes and skill levels. This month's MAM features include the following:



English Electric's Canberra

Part three of David James' in depth look at the 50-year history of one of the most successful post-war British bombers looks at the types transition from conventional bomber to the specialist roles of the present day.



Jasta Boelke

World War I photo feature on the famous Jasta 2



Charles de Gaulle

The French don't always say 'Non!' A text and photo feature taken aboard the French carrier including plenty of 'in-action' shots taken by the authors.



Wandering Caribou

Lead article on modelling 1/48 RCAF P-40s in the Aleutians in WW2



Italeri's F-8 Crusader

Two different approaches to modelling the gunfighter in 1/72.



All this, plus the usual book reviews, and model shows round-up.

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Feedback

Colour me orange...

Dear Sir,

On the Auster 'Antarctic' (Reviews, May 2005), to be pedantic, the two aircraft, WE600 and WE563 (later NZ1707), were T.7 conversions and became C.4s. Their colour causes much correspondence. The closest match we have found (in New Zealand) is BSC381C:1964 No 557 Light Orange. People in the UK have identified it as the colour indicating hazardous goods, or the colour on lifeboats. I am well on the way with building the Airfix kit as NZ1707. I have made the internal cabin framework from fusewire and have a new vacuum-

moulded canopy to use. I have been fortunate to obtain copies of two colour slides of WE600 at Shackleton Base, Antarctica, and a large number of shots of NZ1707 (WE563) in various scenarios in New Zealand and around Scott Base, Antarctica.

John Harrison

by email

Thanks, John. Auster's celebrated chief test pilot, the late Randal Porteous, was a friend of mine, and he assured me that the 'Antarctics' were finished in a light orange colour. Alas, I never attempted to pin him down to the exact shade. Ed.



These photos, taken by John Claydon and Wally Tarr and supplied by correspondent John Harrison, clearly show the orange colour of the Auster 'Antarctics'. WE600 is pictured on skis at Shackleton Base in January 1956 with the ice vessel *Theron*, and NZ1707 (formerly WE563) was snapped after a wheel/ski-landing mishap at Tasman Glacier, Southern Alps, New Zealand on August 19, 1956.



...or Dark Slate Grey

Dear Sir,

In his Blackburn Roc article in your April issue Gary Hatcher mentioned that nobody does an accurate Dark Slate Grey paint except perhaps Hannants' Xtracolor. I am a paint technician and run my own model paint business to supply trade customers only, and can assure you my research is never-ending. I have access to the world's colour schemes for aircraft, ships and some armour, my library is fairly extensive and I can examine the Ministry of Aircraft Charts for 1939-1944, which show that the Slate Grey used in wartime is BS381c634. I supply all my colours to White Ensign Models, and this colour is their code ACRN06, available from South Farm, Snitton, Ludlow SY8 3EZ.

In my experience, there is always someone who will argue you have a

colour wrong. A recent case in point was WW2 British Desert Sand. I was told that I was way out, and that my informant should know as he served in that period. My reply was that time and memory is not the basis for judging colour, and that most vehicles were hurriedly applied with the colour stipulated by the Ministry — taken from Ministry Charts to which no member of the public has the access that I do — and when in service in the desert quickly faded. If I could have an acceptable sample of the faded colour of original leaded paint, it would be possible for me to copy this under computer-matching to obtain the correct pigmentation suitable for modern safety model paints.

Barry M Keeler

by email

'Every inch a Tiffie.' But how about every millimetre?

Dear Sir,

Steve Evans' model, as he says, "looks every inch a Tiffie". Perhaps more so than he would have us believe. I took a rule to an unbuilt example of the same kit and found the dimensions to be very close indeed to those claimed on the box. I would also suggest that the model is a good deal more accurate than the plans with which Steve compared the kit.

The 'little light that fits under the canopy' which Steve states "some people would have you believe this was only fitted to prototype aircraft was indeed fitted to all Typhoons with the early canopy, but the only bubble-canopied Typhoon to feature it was the first trial installation of the new hood on R8809.

Typhoon aerals can be confusing. Steve's model has both early and late IFF aerals; the former were the wires

which extended from tailplane tips to the mid-fuselage, and the latter (which would have replaced the wires in mid-1943) was a blade aerial beneath the centre fuselage. EK139 would have been delivered with the IFF wires, but the photograph to which Steve refers does seem to show the later IFF aerial. The attachment point for the wires on the fuselage is also visible, but no trace of the wires themselves. It is likely that they would have been removed as soon as possible after the new aerial was fitted, as one of the first pilots to survive a ditching in a Typhoon was nearly dragged down by the wires when the aircraft sank.

The mast which protrudes through the canopy was the radio aerial; there



was no wire strung back to the fin. If you build the other example for which Hasegawa provide decals (JR371/TP-R — one of the last, maybe the very last, built with old canopy), you can dispense with this aerial altogether and replace it with a whip aerial on the rear fuselage decking.

The small oblong box in the wheel bay was, I believe, a container for spare Koffman starter cartridges — essential when visiting airfields not normally

operating Typhoons.

There may be a few fit problems with the kit but I think it will be a long time before we see a more accurate 1/48 scale 'Tiffie'.

Chris Thomas

by email

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